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- YOUNG AND ON THE RISE - SPENCER KNOWLES
- 2012 FLORIDA MINI O's: CANADIAN INVASION

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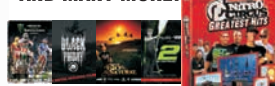
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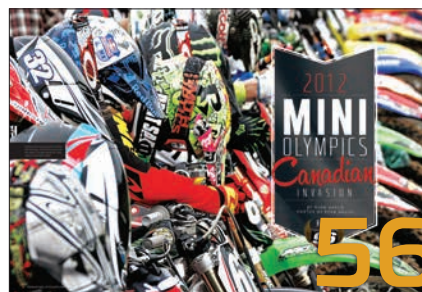
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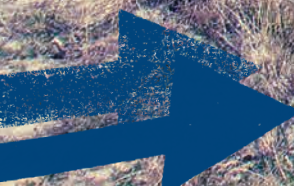
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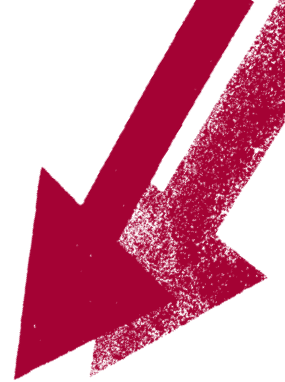
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VIVA LAS VEGAS

Photo by Rich Shepherd

"Westen Wrozyzna has really started to show a lot of skill on two wheels. In 2012, he dominated in Canada plus grabbed two top 5 finishes at Loretta Lynn's, the biggest race in the world. To top it off, he was invited to race at the Monster Energy Cup. His results there were not what he was looking for but the experience he gained is invaluable. Those memories will last a lifetime. How it helps him become a better racer and how to deal with pressure situations will help mold a positive personality, which is the type of growth and development you want for your kids. The combination could help Westen have a long career as a motocross racer."



UM, WHAT IS HE DOING?

Photo by Rich Shepherd

"During the Monster Energy Cup's first main event, Ryan Dungey looks as if his Championship winning Red Bull KTM 450 had malfunctioned. It looked to everyone like his tranny may have broken, which may have explained why he reached down in an effort to hand shift his bike. Of course the internet forum flood gates opened about the KTM letting him down, but that was not the case. No one knew what really happened at the time but KTM. Dungey actually smashed a bail on the first lap that caused the issue. It was crazy to see and kudos to Dungey for trying what he did. It sure made for an interesting evening under the KTM tent."







RCH IS ANNOUNCED

Photo by Rich Shepherd

"The biggest announcement to come out of the Monster Energy Cup weekend was the joint effort of Ricky Carmichael and Carey Hart's new race team. Their riders will be Josh Hill and Broc Tickle. Neither rider is very established quite like Hart or Carmichael, but you have to think with the leadership of Ricky and the business skills of Carey their combined experience in racing will no doubt make this team one of the premier squads by year's end."









WILL FACCIOTTI BECOME THE MX1 CHAMPION AGAIN IN 2013?

**Photo provided by Red Bull
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"Making the switch in 2013 to the Canadian KTM team did not go as planned for three-time Champion Colton Facciotti. It started out well with 2-2 moto scores at Nanaimo in the mud. A week later though, he holeshot the first moto only to get tangled in turn two with 2012 Champion Matt Goerke, which injured his shoulder. He was never able to recover but still managed to salvage part of the season. When you're a three-time Champ, finishing ninth is not where you want to be. Can he rebound again like he did after his 2010 season that was full of head injuries? It's a long road till next June when the 2013 series gets underway but you have to think Yotes wants that #1 back."



TANNER WARD TOP CANUCK

Photo by MXP Staff

"The 2012 Florida Mini Olympics was full of amazing riders including this guy captured in the photo. Tanner Ward was among the best 12-13 year old 85cc racers in attendance. This is the class that many of the industry reps kept an eye on because at that age group it's the time when you can tell if the kid has it or not to become a top rider. Tanner Ward has it. He's aggressive, has a wild style, pins it when necessary and is very personable. All signs point to a bright future for TW."



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KENNEDY LUTZ - FUTURE WOMEN'S CHAMPION?

Photo by MXP Staff

"Kennedy Lutz became the first and only Canadian woman ever to win a championship at the Florida Mini O's last year. She has since moved up an age bracket but still showed great skill this past year. Look for this girl to make a lot of noise at the Canadian Nationals once she gets onto the big bikes. She will follow in the footsteps of her fellow Saskatchewan native, Denaye Giroux."

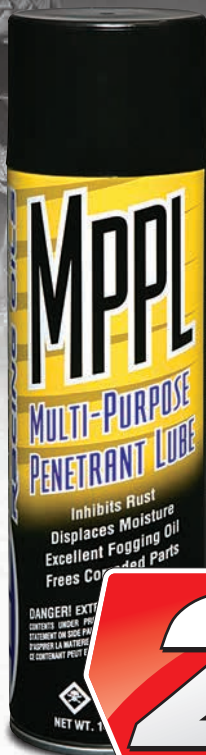


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Caught on CAMERA



Tyler Medaglia and son Talon enjoying a sunny day at the races together watching Mommy.



I guess the hands on the hips are a Lee family thing.



I guess this photo says "Stick to the camera Spikman"



Nut'n like enjoying a good read, eh Lim?



Donk can morph into a ladder as well. Is he X-men but we don't know it?



"Now JSR, I like my boots to be clean so be sure to give them a good wash."



Marc Travers to Ben Toye after his double MX2 holeshots at Gopher Dunes, "The smell of two-stroke oil and \$400 bucks from Royal Distributing is a scent no woman can hide from."



OTSFF truck driver Jimmy Burton brushes the dust off Grey's road bike and shows him how to train. Hahaha



The Outlaw Productions crew has some sick set ups for filming.



Redemption family is always smiling.



We just can't get enough of the Monster Canada girls.



Well hello to you to Cynthia!!



The Oompa Loompa always has the camera ready. Hahahaha



This is a shot for the TV segments called "The Naked Truth." Topher Ingalls was really good in Ste-Julie.



Naked and famous!!!!

Caught on CAMERA



Justin Macaulay's answer to the age old question, do you enjoy the Monster Energy Motocross Nationals?



Bahahahahahahahaahahahaahahaha



The beautiful, smiling Mrs. O'Farrell.



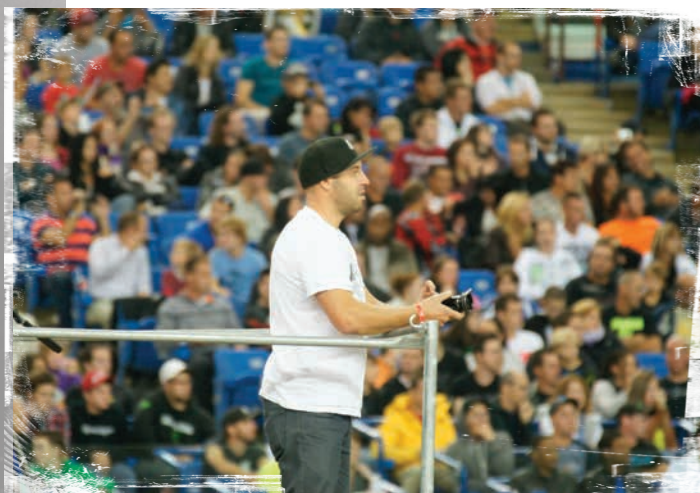
Something has caught the eyes of the Medaglia bros. Must be the latest cover of Jeremy maybe. Ha!



Freestyle rider Bilko knows how to party.



The sexiest colour at the races. RED!!!



Mr. Vacation



Possibly the best paint job of all time. Red Bull doesn't mess around.



When we look at this we feel as if Christopher Da Silva could have something up his sleeve. We just don't know what it could be.



KTM, Fox and a Red Bull are all Steph needs.



Two future moto stars looking on to the battlefield.



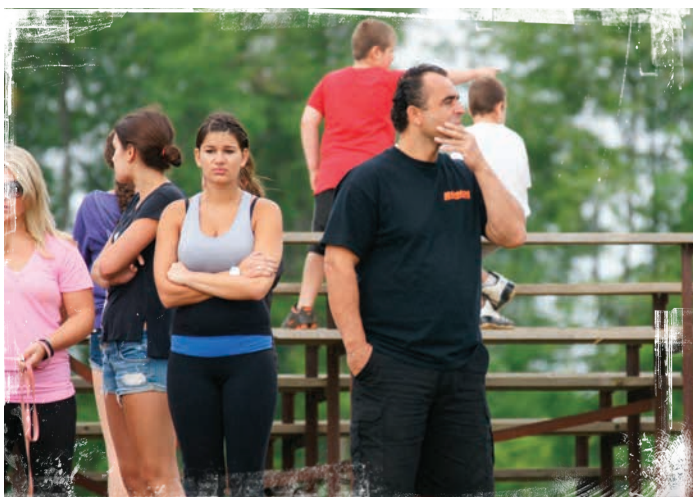
Shameless self-plug here. What else is there?



Chris Dufficy is always ready to put on the show.



Two seconds later all three of these guys poured beer on each other. Too much of a good time.



Deep thoughts for Dent King.



Moto: Inside the Outdoors

With Ryan Gauld, Photo by MXP Staff

All of you that read this are part of the motocross family, for the most part. I'm assuming that you have been watching the series [religiously] called *Moto: Inside the Outdoors*. If you haven't, be sure to check them out through YouTube or even on www.mxpmag.com. The show is about the US Motocross scene with a documentary-type feel. It follows riders to their houses as they train, it goes to all the races and gets the behind the scene footage. Most recently, this year's shows have been about the struggles that racers and families have when trying to become one of the best. The riders that have been featured so far have been Tommy Hahn, Kyle Chisholm, Josh Grant, Davi Millsaps and Nico Izzi. By the time you read this there will be a few other sad stories added to this amazing series. This show really makes you feel for those portrayed. All these riders have gone through some sort of struggle to get to where they are today and it saddens you when you watch it and learn the real story behind these semi failed athletes. The reality of this sport as shown through the eyes of these riders will or should make any parent and racer think about choosing this sport as their passion.


I just returned from the Florida Mini Olympics in Florida and got to see the best riders in North America. The pits were full of young, fast, talented racers all chasing the dream of becoming a Pro motocrosser. The window of opportunity in this sport is very small. You learn a little more about that from this show as it shares the salaries of these riders. Even finishing inside the top ten can leave a financial burden on anybody. Realistically only the top 5 riders make comfortable wages racing a dirt bike. At the Mini Olympics there were over 2,000 riders. So where does that leave the other 1,995 riders that don't make it? That's a huge amount of racers left out in the cold, and also a very tough pill to swallow if you have chased this dream for years, spent all your money, and at the end don't really have anything to show for it. The sport just doesn't have the growth we need to support hundreds of racers a year. It sucks to say hundreds because all those stick and ball sports support thousands with ease. It's just the way it works. I can only imagine how hard it would be to say to your young racer, "Hey, some day this has to end pal. You're just not



good enough." Just as Josh Grant's wife states in episode 1 of this season's show, "With stick and ball sports you are able to continue to get an education while you play these sports. To be a top racer you have to be home schooled and travel to all these places to race the best." To become a racer you have to give up so much to gain a little. Then if it doesn't work out it, it's the only thing you know. There are not enough jobs in the industry to support all of us. Watching this show really makes you think about the reasons why we chose racing as our passion when the door only opens so far. In a perfect world, our sport would get the same recognition as the sports that bring millions of dollars to the table and communities around the world. Our top athletes would be amongst the best in the world if there was some sort of test. So why can't they earn the same type of money? Why is it so hard for our dreams to come true?

I believe people are too scared to make Motocross fully mainstream. The "Mall" type of person doesn't put racing a dirt bike on the top of their list for their kids to get into. It's expensive, it's hard and people get injured. We

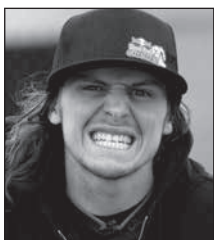
all know people can die just about anywhere from anything, but in Motocross if there is one death a year from the thousands of racers that do it, well that percentage is not all that bad in our eyes. People are scared because that percentage is way too high compared to an athlete playing a stick and ball sport that has millions of people doing it. The threat of death or being hurt is way lower thus more appealing in the eyes of the scared human. It sucks but it is a harsh reality for moto. Unless the government or the school board started to support the sport from a young age inside the classroom, we can only get so big.

I'm not writing this to steer you away from this sport. I have raced my whole life and it has brought me many cherished memories. I just want all of you to realize that it's very tough to make a living at it. It's very tough to reach your dreams in motocross. That doesn't mean you can't try your butt off each and every time you do it. Just know in the back of your mind that it takes a lot of work, a lot of money, a lot of time and a lot of sacrifice to be the best. This is not easy...don't choose it cause you think it's easy. You will have a rude awakening. 



Ronnie Faisst





We all struggle in some way

With Tyler Medaglia, Photo by Rich Shepherd

Just finished watching the first episode of this season's The MOTO: Inside the Outdoors. Hopefully most of you had the chance to watch it as well. From what I have taken from it they will be digging into all that is evil about the sport. My take on it is that this is a lifestyle we have chosen, based around the fact that riding a dirt bike is the most enjoyable thing you can do. It also happens that it's hard to make a lot of money racing today even if you are one of the best. Though at times it feels like a job, it's still riding a bike and doing what you love to do day in and day out. There are a lot of American riders that get caught up in the lifestyle where they need to be in Cali, need to have all the nicest stuff but take it out on the sport when they can't afford to pay for it all. I know what it's like. I like to have nice stuff too but I realize that I have to strategically save the money I make and perform to get it.

The guys in the show they are using don't have to sit there and bitch about the sport, they have all made good money. If they were smart with it, they shouldn't have a problem getting by. They should also realize that it is immanent that they will have to eventually get a regular job; that's just the way it is. I have realized that too but I'm not going to stop racing or cry about it because I'm making just enough money to pay my bills. Fortunately, I am able to see that side of things where some people in the industry are so delusional about things and seem to think that this sport is the only thing to life. Having said that, it's not that I don't have other avenues to take aside from racing, however, I chose to race because I believe that I continue to learn and progress each year. I have racing to thank for having such a great relationship with my family, traveling together for years, enjoying success, and being there for each other during injuries or rough seasons. I have racing to thank for meeting Heidi, starting a family and living in an amazing place. I have racing to thank for seeing the world after traveling to different countries and making friends on different continents. I have racing to thank for living a healthy lifestyle, eating right, exercising like a lunatic, working on mental toughness, and having confidence to learn everything about my body and mind. There is so much more that comes from racing other than worrying if you made enough money or that you gave up school a bit early for

nothing. I think as a kid I would still have rather taken that beating with my goggles than getting beaten for stealing something with my friends, or getting thrown and locked into a trailer than getting thrown and locked out of a class.

It's funny looking back at some of the people I've raced with and realizing how crazy it actually got at the track. Mitch Cooke told me he was left at Brome Tioga, New York and had to find a way back home. Bobby Kinary fell over in a corner, broke his wrist, and I remember his dad giving him crap for it. Davi Milsaps' dad had a parrot on his shoulder all the time that would crap all down his back. Nick May would give his dad crap for not giving him crap. Adam Cianciarulo's dad threw a pit board at him and beat him with his goggles. Ryan Blizzard got thrown into his trailer. Tyler Greisseier was picked up by his throat. My dad was nuts, my mom was nuts, hell my mom still is nuts...and it's all in the name of love and fun.

As of right now it looks as though Derek and I will be continuing our team for next season and if all goes well we will have a second rider competing in the MX2 class. I was extremely happy with how things progressed last year and pumped on the sponsors' feedback. This coming season though I will be able to focus a bit more on myself and have a lot less stress about organizing stuff with the team as we have more in store for organization and time to prepare everything this off season. Since this will be the last issue of the season I would like to say thank you to all the sponsors that believed in the team and that we are extremely grateful for the support. Greg Brule at Powersports Canada

without hesitation supplied the bikes; the entire program would not have worked without him. Thanks to Joe Skidd for all the time and support, Ken Theissen for making the steed perform flawlessly, Matt Bannon, Gary Bartholomew, MXPmag for printing my ridiculous stories, Derek Farthing from Troy Lee Designs, Red Bull, Marco Dubé at Forma, Oakley, Leo Vince, Dunlop, Lime Nine, DT1, Renthal, PRC, GET, Works Connections, Leatt Brace, Label it, Raptor, and Dissent. Look for season 3 of TOWTD in next year's MXP mags.

Thank you - TM 

Moto is tough on so many of us, in so many different ways.



DESTIN_CANTRELL

M-9_TWILL_JACKET BLACKCOMB_TEE OVER THE TOP_BEANIE



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Moto Glory

With Brian Koster, Photo by Rich Shepherd

As usual, things are a little quiet up here in Canada as far as motocross and off-road racing goes. It's a nice time of year to just enjoy riding a dirt bike without the added stress of racing and training. Most of the racing organizations have packed it in for the year and all but the most serious racers who plan on heading down south to race are in wind down mode. In the spring, there is such a different vibe for racers, and everything seems so hurried. We are dialling in and getting used to riding new bikes, and trying to get in some sort of race shape both physically and mentally. Remember, in most of Canada you are lucky if you can get a scant three week window before the first practice ride and the first race. Of course at this time of the year the weather seems to dictate our riding schedules a little more than when the conditions are right; we have to ride when the weather is right. It's the time to beg, borrow or steal a day off or book a sick day to hit the track or trails. As a reward, we get cooler temperatures, soft loamy soil and a chance to just ride for the pure joy of it. It's always sad to finally succumb to the winter blues and winter blahs and put the dirt bike away for the season. But with the milder winters we have been getting lately I know more and more people who are riding year round, taking advantage of winter motocross tire technology and loving being able to pound laps in the less than favourable conditions. I have done a fair bit of winter riding over the years. It seems once your hands freeze and thaw once then you are good for the rest of the day to ride and have fun. Either way, it does take a rather robust individual to tackle the inclement weather and pursue moto glory in the winter months!

The Monster Energy Cup was just a few weeks ago. It was a great teaser for things to come for the Supercross series. The second annual event sponsored by Monster Energy was, in my estimation, a grand success. I thought the track was a lot better for racing this year because it created a lot of excitement for both the riders and the fans. Last year it was the Ryan Villopoto show when he dominated all three motos to the tune of 1 million dollars! This year however was his first



race back after a long summer off recovering from major knee surgery. He was very much a question mark. Once I saw him win the first moto and witness how dominant he was on his bike, I bet the farm he was in for another easy million bucks. Villopoto straight up spanked the competition in that first moto and was in a league of his own in both speed and confidence. In moto two he was on his way to what seemed to be another win when disaster struck; he crashed pretty hard while in the lead. It just goes to show how volatile this sport really is. It is so easy to get complacent watching the top guy's race around lap after lap with flawless style and ease, losing all focus of the risks that loom. But when things go wrong it's a real quick awakening to the perils of our sport. It was sad to see RV2 go down and forgo the million. It was also sad that he had to sit out the remainder of the night to recover from his crash. Luckily he did not suffer any major injuries in the crash. I'm certain he got away with just a few minor bumps and bruises.

Villopoto aside, the rest of the Monster Energy Cup program was awesome. The live coverage is a real plus. Speed will be stepping up their

live coverage programming for the upcoming Supercross Series as well, which is good for the credibility of the sport. The Ricky Carmichael designed track in Vegas this year was what I would call his best work to date as a track builder for both the rider and the spectator. At first I thought the split start was a bit circus side showish but I got used to it after a while. That being said, I hope the concept does not morph its way into the mainstream race series. I think the traditional way we start a motocross race is kooky enough so how much more crazy do ya need to make it? lol! For a one off race, I think it's cool to try something new. In addition to the split start was what they called the "Joker" lane. While it did add an element of excitement to the race, I hope they keep it solely for the Monster Energy Cup. Each rider had to take the Joker lane once during the moto, which can become confusing to the layman viewer. I overheard one pundit refer to it as the "Joker Lane". Either way, the event is perfectly timed to feed the throttle-hungry fans during the lull between Outdoors and Supercross.

So after Villopoto crashed the purse went from a million dollars to a hundred grand, which is still a nice chunk of change. Justin Barcia on his new 450 ride took the checkers in that moto and is proving his development and maturity is right on target. He rode with his usual style and flair and showed his bosses at Honda that he was money well spent. The third moto was a great race that had a different winner as well. Eli Tomac showed his skills and out rode Barcia to secure the win. Tomac is a no nonsense kind of rider and is all business out on the track. He is so fast and technically sound that I predict he will win another title this season. Ryan Dungey looked good but had some issues when he claimed his shift lever broke in the first two motos, which seems quite mysterious to me. He did look good and adds to the excitement as we approach the SX season opener. Reed was fast but has some homework to do. As the previous champion, he has shown us before you can never count him out. When the points were tallied it was young Justin Barcia taking the overall win and a cool hundred grand to put in the bank with the rest of his riches.

Another thing I love about the Monster Energy Cup is the amateur racing. It's a great chance to see the future of our sport, the young riders we see and read about on the internet and in magazines, actually race; a nice touch. Everyone involved in the fruition of this race should be applauded. It was such a good teaser of things to come when the gate drops for A1 in Anaheim! **MXE**



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MOTOPARK LAUNCHES ONLINE STORE

Motopark launched their new online store shop. motoparkracing.com, just in time for Christmas and are offering up to a 15% discount on many items. This includes Motopark Memberships, 5 Day Summer Schools, T-Shirts and Hats.



MEDAGLIA BACK WITH GDR

National #7 Tyler Medaglia looks to be back with the GDR team for 2012. "It looks like Tyler is set to return for our second year together," said Team Manager Derek Schuster. "This season was good, despite Tyler's injury. We learned a lot and put together a solid program. Our sponsors were happy and most look to be returning. 2013 should be a great season." Schuster said it is too early to comment on a second rider for the team although he said that it was something they were looking into.



MIX PERFORMANCE RETRACTION ISSUE 11.5

NOV. 8TH 2012

In the issue 11.5 of MXP on page 124 and 126 of the Gearing Up section, Brands FMF, Sidi Boots, and Metal Mulisha are in fact not linked in any respect to www.motovan.com as printed and associated with in this issue. Listed below are the proper corresponding websites, for further information and contact for each of the companies.

FMF APPAREL: www.fmfracing.com
Sidi Boots: www.motonation.com
Metal Mulisha: www.metalmulisha.com

Visit www.motovan.com for a full listing of other high quality products. For any other issues and further information please contact: frankie@mxpmag.com





POPKUM MOTOR PARK ONE OF A KIND IN B.C.

Popkum Motor Park, with its recent total overhaul, is like no other off-road vehicle destination in British Columbia. From amateurs and families to professional motocross racers, the park has been completely redesigned to fulfill the needs of any rider.

On July 13, 2012, Popkum held its grand opening to showcase the unbelievable \$1 million dollar redesigned ORV Park. The park in Rosedale, B.C., located about 15 minutes from Chilliwack, B.C. and about an hour from Vancouver, boasts a brand new mini bike track for bikes under 80 cc's. This track is great for beginners. The new park also features a large motocross track with an array of wide bowl turns, elevation changes, drops and new jumps including the aptly named 4th Gear Step-Up to Heaven. All existing sections have been redesigned to challenge riders of varying skill levels and ability.

Scott Ponuick, Marketing and Promotions Coordinator for Popkum Motor Park, said the large motocross track is impressive from the facility, as well as from nearby Highway 1.

"There is a big table on the track that runs right along the highway," said Ponuick. "When you hit it, you're probably in about third or fourth gear and you're flying over a 130-foot jump and flying right past traffic. So it's quite fun for people on the bike, obviously, but even more entertaining for people driving along the highway when they see a bike fly past them as fast as they're driving their car."

Not only are these tracks impressive for what they can offer riders, they were also built to last. Tracks were built up off level grade ground using screened soil, which allows for superior drainage and excellent traction. The onsite screening compound means that rocks will be no larger than ½ - ¾ of an inch in diameter and the track will always have new soil added when needed to ensure optimal conditions. The design goal was to create tracks that could be enjoyed by enthusiasts, rain or shine, in the spring through fall. Safety is also number 1 to the management team at Popkum. There is a road built right around the large motocross track to allow an emergency vehicle direct access to the track in case of an accident.

SOMETHING FOR THE FAMILY

Another unique aspect of Popkum Motor Park is the family loop. The trail, which is perfect for beginners and family outings, is a crushed rock road that runs around the entire circumference of the park itself.

"The family loop is great because it's not too challenging and anyone can do it," said Ponuick.

"It's a great way to get people out there and get comfortable with riding. It is great for those who are not so much into riding a motocross track."

TRAILS TO EXPLORE

The excitement at Popkum doesn't stop here. Future plans include the creation of a widespread trails network that will grow over several years with the assistance and co-operation of all neighbouring groups. The mountain on the north side also opens up a whole world of challenging opportunities, not only those who want to ride trails—riders of ATVs and side-by-sides will be pumped as well. The park is currently working with municipalities and specific legislative bodies to make this happen and Ponuick said they believe it's going to be approved.

"Popkum is working to manage access to the nearby mountain ranges beside the park, offering endless miles of untouched terrain for riders marked with degrees of difficulty similar to a ski hill based on the Green, Blue and Black premise," said Ponuick. "The trails network will accommodate any off-road bike, ATV or side-by-side. GPS units will also be made available for rental (as needed) to ensure that every off-road enthusiast visiting Popkum has a safe, fun experience without the fear of being alone if you are lost or hurt in the backcountry."

TOP TECHNOLOGY

When it comes to technologies like GPS and making the park as modern and unique as possible, Popkum is all for it. That's why they've installed MYLAPS on the large motocross track. MYLAPS is a large North American company that is a leader in research and development in sports timing, setting the world standard in automated timing solutions.

"I come from a road-racing background," said Ponuick. "So lap times to me were everything. That's how you know you're progressing. When we did the whole redesign on the park, we installed MYLAPS. The wire is at the finish line and will be complete by October of 2012. It enables riders to purchase or rent

a lap timer, which goes on their bike. They can use it to find out if they're getting faster or slower and gauge if they're getting better."

Riders will then be able to go online to the MYLAPS site, put in their user code then all of their lap times will come up on the screen.

"We are also going to have a TV in the facility so we can generate a lap time board," Ponuick said. "That way friends can come in and say, 'Hey, I was half a second faster than you!' Basically it allows for bragging rights and a little fun."

Ponuick said the lap timing system really provides riders with a tangible way to gauge their success, which has never been done before in B.C.

MORE TO COME

Popkum Motor Park is also planning to expand its existing school. Currently, the park has one instructor with more than 30 years of experience who provides private lessons and lessons to groups of five to ten. The park would like to add a team of instructors, including local pro racers, as soon as possible. Popkum Motor Park would also like to look at schools specific to a demographic, such as offering a school just for ladies with a female instructor.

Ponuick, 38, has been riding since he was four years old. He has raced motorbikes and snowmobiles and road raced for many years with Canadian Kawasaki as one of his sponsors. His passion for the sport and for Popkum Motor Park is evident in both its past successes and its exciting future plans. The future lessons and trail network are just one part of a much bigger picture.

"We really promote a family-friendly atmosphere here because at the end of the day we want to get new people into the sport," he said. "The people in it now are amazing but getting new blood into it is good for us, good for other riders and helps grow the sport."

As if all these exciting initiatives weren't enough already, Popkum Motor Park is building an endurocross obstacle area with boulders, logs, tires, and water—so stay tuned. Riders near or far should not miss an opportunity to check out this one-of-a-kind ORV park in British Columbia.





GLEN HELEN ANNUAL VET CHAMPIONSHIPS

Three Canadians came away from Glen Helen's Annual Vet Championships with top ten finishes. Alberta's Julian Cerny, Manitoba's Justyn McCabe and Alberta's Pete Degraaf all held Canadian honour.

OVER-40 WORLD VET CHAMPIONSHIP RESULTS

1. Doug Dubach (Yam).....1-1
2. **Julian Cerny (Kaw)**.....3-2
3. Billy Joe Mercier (Kaw).....2-3
4. Kurt Nicoll (KTM).....4-4
5. Terry Fowler (Yam).....6-5
6. **Justyn McCabe (Hon)**.....7-7
7. Todd Mitchell (Kaw).....5-10
8. Shawn Wynne (Kaw).....8-9
9. Robby Clauss (Yam).....12-6
10. Willy Musgrave (Yam).....11-8

OVER-50 WORLD VET CHAMPIONSHIP RESULTS

1. Pete Murray (Yam).....1-1
2. **Pete DeGraaf (Hon)**.....2-2
3. Jon Ortnier (Yam).....3-4
4. Isao Ida (Hon).....5-3
5. Steve Lawler (Suz).....6-5
6. Chuck Sun (KTM).....4-8
7. Kirk Lewis (Hon).....7-6
8. Doug Goodman (Hon).....8-9
9. Ed Guajardo (Hon).....12-7
10. Bill Stork (Kaw).....11-10

2012 KTM CANADIAN ARENACROSS SERIES

The 2012 KTM Arenacross Series is in full swing and after six rounds GA CheckPoint Yamaha rider Spencer Knowles sits atop the points. Defending Champion Brock Hoyer has quietly

worked into second giving Yamaha a strong one-two in the series. The series resumes in January.

PRO AM LITES STANDINGS

Pos.	#	Name	Points
1.	28	Spencer Knowles	128
2.	1	Brock Hoyer	106
3.	2	Ryan Lockhart	105
4.	402	Ryan Abrigo	87
5.	620	Brad Nauditt	72
6.	96	Jake Anstett	70
7.	54	Josh Allen	63
8.	476	Collin Jurin	57
9.	33	Eric Jeffery	49
10.	8	Dylan Delaplace	37

PRO OPEN STANDINGS

Pos.	#	Name	Points
1.	28	Spencer Knowles	116
2.	1	Brock Hoyer	113
3.	2	Ryan Lockhart 104	
4.	402	Ryan Abrigo	70
5.	33	Eric Jeffery	69
6.	96	Jake Anstett	67
7.	476	Collin Jurin	60
8.	620	Brad Nauditt	50
9.	12	Kaven Benoit	40
10.	380	Kevin Lepp	38



2013 RED BULL AMA AMATEUR NATIONAL MOTOCROSS CHAMPIONSHIP

MX Sports is pleased to announce the date for the 2013 Red Bull AMA Amateur National Motocross Championship presented by Amsoil. Following the Area Qualifier and Regional Championship qualifying process, the 2013 National Championship will take place July 29 - August 3 at the Loretta Lynn Ranch in Hurricane Mills, Tenn.

"The 2013 season marks the 32nd year at Loretta Lynn's Ranch and we couldn't be more excited," said Tim Cotter, Director of MX Sports. "This event comes off the heels of our best National ever, complete with televised coverage on NBC and NBC Sports Network. So mark your calendars to attend the world's greatest motocross vacation!"



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2012 MONSTER ENERGY CUP

There is no place in the world where you could throw one million dollars at the best racers in the world and not get one heck of a show. The 2012 Monster Energy Cup was a night full of intense entertainment for the thousands on hand and the Speed TV viewers at home. The unique event comes at the end of the year after all the big championships were decided. There is no title, no points chase, just a case of cold hard cash at the end of the night for the lucky man that could claim three victories in the three

main events. In 2011, it was Monster Energy Kawasaki's Ryan Villopoto who took home the million dollar prize. He actually made it look super easy. Would it be the same again for the talented young red head in 2012? The odds were against him because he just returned from a long rehabilitation from knee surgery. But this is the guy that won a million dollars, both major championships, and basically kicks some serious butt whenever he throws a leg over a bike. So how could you bet against him, right?

The 2012 version of the Monster Energy Cup was going to be a little different. Once again

Ricky Carmichael was at the helm to build the unique course and he introduced some fresh ideas. A "Talladega" style turn was built along with what they called the "Joker" lane. Both ideas were supposed to keep the riders on their toes, and from the looks of the event they did. The Talladega turn really did offer what Ricky was looking for but the Joker lane came into play more than once during the evening show. The objective was to have the racers take the lane at least once during each main event. It took about 3-5 seconds to get through the lane. It was different and some shared their



BY MXP STAFF ~ PHOTOS SUPPLIED BY RICH SHEPHERD

thoughts saying the lane was exactly what it was called, a "joke," while others really enjoyed the different look to the course. Regardless of what the critics shared, it still was a solid night of great racing with the best riders in the world.

It was Honda's Justin Barcia that would claim the overall victory but nobody would take home the million dollar prize. In fact, compared to 2011, it was a completely different story. Three different riders claimed a victory in the main events. Million dollar winner Ryan Villopoto took main event number one in superior fashion. He then grabbed the hole-


shot in moto two and looked to be checking out but a big crash ended his night leaving the door open for Justin Barcia who took the win in race two.

The third and final race really saw the "Joker" lane come into effect. Justin Barcia had the race in the bag but had not used the Joker lane until the last lap. His former teammate, Geico Honda's Eli Tomac, pounced on the effects of the Joker lane and claimed the third win. Justin Barcia grabbed the overall victory and \$100,000 for his night's work. Dungey took 2nd and Tomac 3rd.

Left: Last year's million dollar winner, Ryan Villopoto, made his return to racing after six months on the sidelines. He took the win in moto one but crashed hard and was once again relegated to the sidelines for the night.

Right: Honda's Justin Barcia just made the jump up to the big bikes for the 2013 season. He started with his new team with a bang by winning the overall at the Monster Energy Cup.

This event is not only for pros, they have an amateur and Supermini class too. The amateur class is for any B or A rider that gets the invite, the Supermini class is also by invitation only. Riders like Joey Crown, Austin Forkner and our own Westen Wrozyzna were amongst the list of future stars in the class. This type of experience is something money can't buy, well it cost money to get there, but being a part of an event of this magnitude is unmatched. Kids today have the hardest time adapting to the "big show." We see it so much in Canada when our racers go to the US and don't ride like they do at home. With opportunities like this it really gives the younger generation a chance to see what it's like for the stars of our sport like Ryan Villopoto, Chad Reed, Justin Barcia, Eli Tomac and so many others. This sport is huge as far as the mental game goes. If you don't have the mental edge you're going to have one hell of a time out on the track trying to beat the competition. What Monster Energy and Feld have done for the younger generation at this event is going to really elevate the sport for amateurs as we know it. Big thumbs up guys!!

As for our Canadian Westen Wrozyzna, I had an opportunity to talk with him after the event. He had this to say, "It was a really big eye opener for me. These kids are super-fast but racing in that stadium in front of so many people was crazy. Also, being able to watch my favourite riders then go and ride the same track as them was so cool. We had some minor bike issues and our set up wasn't that great, but I rode as best I could and enjoyed just being a part of this amazing event. I hope to race it year after year and then one day as a pro. I think that would make for a very cool memory or story from my racing career to tell when I'm older." Westen is very mature for his age and if he keeps focused on his goals I see a very long future in the sport for him. First step the Monster Energy Cup, then some Loretta Lynn titles, then a move to pro, then chase the dream he has had ever since he threw a leg over a dirt bike. The possibilities are endless with a big heart, great family and the will power to never give up. 

Top: Eli Tomac took the win in the third main after Barcia chose not to use the "Joker" lane until the last lap, which is when Tomac capitalized. **Bottom Left:** Westen Wrozyzna was the only Canadian at the Monster Cup. **Bottom Right:** Monster Energy rolled out all of their hottest Monster girls for this special one-off event.



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COVER BOY

FOCUSED ON
GREATNESS

Jeremy Medaglia

BY RYAN GAULD
PHOTOS BY MARC LANDRY
AND RED BULL CONTENT POOL

As we all know it takes a certain person to become a great racer in this sport: hard work, dedication, a willingness to make sacrifices, skill, and lots of speed. Jeremy Medaglia possesses all of these traits, yet a major championship has eluded him since turning Pro in 2008. How can that be, considering he has all the ingredients it takes to become a champ? How can one of the fastest riders in the country not be a champion yet? The real answers lie within Jeremy himself. No matter what the issue may be, you can be guaranteed that J Medags will do whatever it takes to silence the critics and dawn a #1 plate in the near future. Maybe it will be 2013.

I remember the first time I saw Jeremy ride a bike. It was around 2003 when he was riding a CR80 with #181 on his plates. He was kind of dorky looking with glasses, but the smile on his face, for the simple reason of being a motocross rider, was something that you couldn't poke fun at. His older brother Tyler was really starting to make a name for himself as he moved into the Pro ranks at the end of 2003. Jeremy was just sort of there riding with no real goals of becoming what he is today. At least that's what it seemed to be like from the outside looking in. Then in 2007 things really seemed to change for this young speedster. He really started to take the sport seriously and it showed every time he went out on the track.

His efforts that year earned him a factory ride in 2008 alongside his brother on the OTSFF Suzuki squad. He was a full-on rookie Pro chasing champion Eric Nye, Teddy Maier, and Kyle Beaton as if he had lined up against these guys for years. He was quite impressive in his first year, which made the industry recognize him as a future champ. He took home his first win at Walton that year, the final round of the championship, which was reason enough to ink another year on the deal with OTSFF for 2009.

This is when things started to go off track for Jeremy. It seemed as if the instant success may have gone to his head. A winter altercation at GPF with owner Terry Woods, the base for the OTSFF team's winter training, left him looking for a spot to ride down south. Then the team didn't want to have an MX2 rider, which left the lightweight Medaglia to ride the big 450. Early on it looked as if this would work out in Jeremy's favour as he put it to riders like Kyle Keast and his brother early on before the nationals even started. It was not the case once the nationals got rolling though as Jeremy struggled with the bigger bike, which also led to problems under the tent with the OTSFF team. Once the series headed east for the debut in Gopher Dunes, OTSFF and Jeremy parted ways. There are always two sides to every story but it seemed as if the two parties just couldn't get along. Even though big brother Tyler was very happy with

the team, it just wasn't meant to be. In 2010, Jeremy made the switch over to KTM and the Orange Motorsports team. He was once again the favourite to chase down the MX2 title, but one huge roadblock was his brother who had moved back down from MX1 to MX2 under the guidance of the most dominating team in Canadian history: Blackfoot Motosports. This didn't bother Jeremy at all. He knew that he put in the hard work and was fast enough to win. He placed third in the title chase but never got that elusive win. The next year Jeremy was bumped up to the KTM factory squad and

"HE WAS KIND OF DORKY LOOKING WITH GLASSES, BUT THE SMILE ON HIS FACE, FOR THE SIMPLE REASON OF BEING A MOTOCROSS RIDER, WAS SOMETHING THAT YOU COULDN'T POKE FUN AT."

COVER BOY
FOCUSED ON
GREATNESS

Jeremy Medaglia

"IF JEREMY HAS ISSUES, TEAMS MAY BE AFRAID THAT HE CAN'T CHANGE. HE CAN WIN, IT'S BEEN PROVEN."



almost the entire industry had him picked to take the title. He started the year with the very first moto win and a tie for the overall with Tyler. The next week he was chasing Tyler for the win when his KTM expired while closing the gap for the lead. Later that year he got injured at a local race, which took him out of the title hunt. He managed a 1-1 moto day at his home track of Sand Del Lee that guaranteed him a ride for 2012 under the KTM tent. All signs pointed to 2012 being the year that Jeremy Medaglia would become the champion. The shadow of his older brother left the class to pursue an MX1 title, and he was in the best shape of his life and on great bikes. Enter Teddy Maier who had Jeremy's number all year long. Unfortunately, the one item missing was the speed. Teddy just had that edge for the first four rounds and Jeremy could never recover, even after claiming another 1-1 day in front of his hometown Sand Del Lee crowd.

This past year was a huge success for Jeremy but some things behind the scenes, mainly his attitude

towards the PR side of the sport, had people talking and wondering if Jeremy was the guy for the job. As of the time this issue went to press, Jeremy continues to look for a ride. KTM has decided to go back with Kaven Benoit for the 2013 season, which leaves Jeremy out in the cold. So where will Jeremy go? Many riders have faced this type of "back against the wall" situation and have rebounded to the top. Some have faded into the dark to never reach their full potential. Which will Jeremy become? If Jeremy has issues, teams may be afraid that he can't change. He can win, it's been proven. He has all the talent and speed, it's been proven. Small adjustments are the only thing keeping Jeremy Medaglia from having a #1 plate hanging in his garage. It's up to him now. **MXE**





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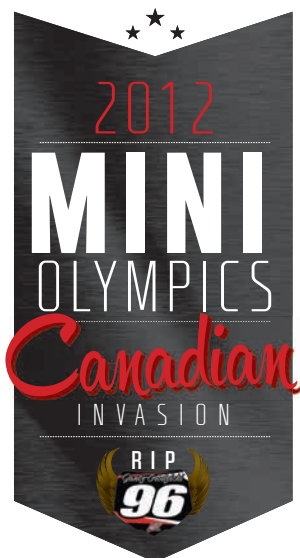
Canadian

INVASION

BY RYAN GAULD
PHOTOS BY RYAN GAULD



PRO CIRCUIT



This sport is not about the money, it's about family. You are born into a family. They welcome you with open arms, nurture you into a healthy human being and give you guidance to tackle life. Once you become a motocross racer you are welcomed into another family. They run the same type of code, but it is a sport first and a family second. Sometimes it is hard to separate those two views once you're part of motocross. At times this new family is out to help you and support you. Then, in another instance, they will take it from you and rub it in your face just as fast. This act happens when the gate drops.

For the first time I made my way down to the Florida Mini Olympics and I was blown away. The amount of money and travel that went through the pockets of the people that went for the 2012 event would rival the amount of money a star basketball player would earn. Millions upon millions were dropped inside the Gatorback Cycle Park by a facility full of family within the motocross world. It is the biggest event I have ever attended. It was the biggest family I had ever seen. The Canadian Invasion brought their own family down to be part of this kin. We may have not had our best, but every time the gate dropped, we were just individuals trying our hardest. It was a time!!



The crowd lined the fences each and every time the A class took to the track. Every moto was like a championship fight in itself.

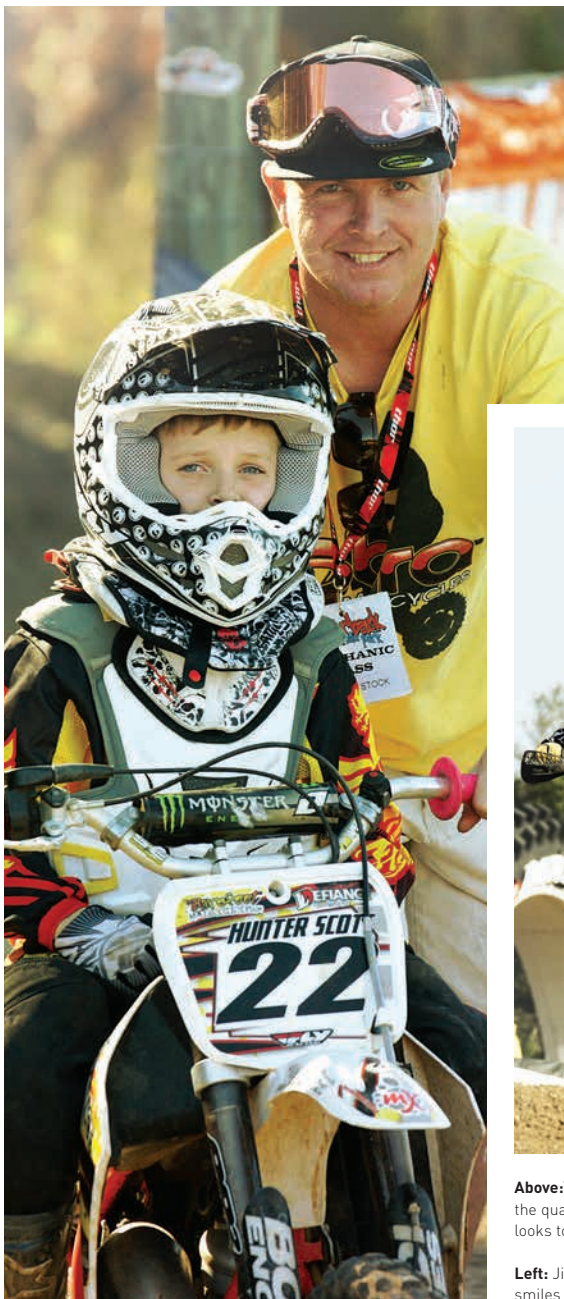


Above: Taylor Ciampichini's trip is one he would like to forget. No luck at all.

Left: Jacob Kolman took in his very first ever Mini O's experience.



Canadians really struggled at this year's event. Mitch Goheen #164 was part of the Canadian Invasion that just couldn't seem to find the speed needed to get into the main events.



Above: Young Tanner Ward has all the qualities of a good racer. This kid looks to have a bright future.

Left: Jim and Hunter Scott are all smiles as they head to the gate.



"THE AMOUNT OF PEOPLE ON HAND TO WAVE FLAGS, HELP RIDERS OFF THE TRACK, OR JUST KEEP A WATCHFUL EYE WITH RADIO IN HAND WAS IMPRESSIVE."

For those who don't know the Florida Mini Olympics, it is a race that includes different disciplines of racing. They had Hare Scramble, TT racing, Supercross and Motocross. These days they have removed the off-road and TT racing but continue to offer Supercross and Motocross as the true test at the Olympics. The event is really laid quite well. It starts Monday and runs through Saturday with 40 different classes racing. Some classes had well over 40 entries, which made for even more racing.

SUPERCROSS

The track was super fun, nothing too technical with really big whoops. For Canadians this is all pretty fresh. We don't have a Supercross races let alone even a track that represent the types of obstacles we would all face. Only a select few chose not to participate in the SX

side of the event. The best results came from Tanner Ward, Kennedy Lutz and I. You could tell the majority of our Canadians struggled with the track. After watching some of the top US guys on this track, they got a lot of WOW from me. Riders like Cooper Webb, Shane McElrath, Jace Owen, Paul Coates, Dakota Alix, and Matt Biscaglia were the ones that laid it on the line. If you go to see it live you may have thought a

valve was going to pop out of one of these riders' bikes and hit you in the face because they had the throttle so wide open on every lap. It was so intense to witness. Cooper Webb was the class of the field and looks to be the next kid on the list of who to watch when the pro gate drops for him at Hangtown in 2013 when the outdoors start. It was very cool to see how the MX Sports crew was able to run through motos with ease while ensuring the safety of each rider. The amount of people on hand to wave flags, help riders off the track, or just keep a watchful eye with radio in hand was impressive. Well, just look at that part of a big US event and you will see a huge difference to what we are used to at home. Obviously they have more money at this event, but half of these guys were volunteers. Each downed rider was treated like it was their kid hitting the dirt.

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2012
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 96



Zak Simmons on the gas.



Left: This place is an historic facility.

Below: Trevor Gervais was the lone Canadian to grab a holeshot all week. He just missed making the main event in the C class.



Above: I haven't seen pits this full in quite some time. Millions upon millions of dollars out there.

Right: Beau Pollock was all smiles after getting a chance just to ride this event.



Nathan Hussin held his two-stroke to the bar all week long.




"THIS IS THE TOUGHEST PART OF OUR SPORT AND WHERE IT ALL BEGAN. THE GREAT OUTDOORS WAS JUST ANOTHER AMAZING SITE TO WATCH LIVE WITH ALL THESE SUPER FAST YOUNG RACERS."

MOTOCROSS

This is the toughest part of our sport and where it all began. The great outdoors was just another amazing site to watch live with all these super fast young racers. The Canadian crew mentioned above were again the ones that rose to the top of the pile. Tanner Ward, Kennedy Lutz and I proved that racing in Canada is no different than in the US. The nerves never took control of us. I could go on with US names that lit up the track but there's no room. The track at Gatorback is hard packed and slippery, tough for any level of rider, plus there were over two thousand entries trying to qualify in the 40 classes. This would mean nearly 500 riders would not make main events [yes, I know riders ride more than one class but you get my point]; pretty crazy when you think about it. Now let me blow your mind one more time. They had 77 races in one day, 37 consis and 40 main events. They started at 8am and ran right through to 5pm. They finished every race without as much as a peep from any parent complaining about shortened laps. [At least I never heard one] If that happened in Canada, WOW. Get out the pitch forks and start the fires. We got a lynch mob a coming!! But seriously, it was crazy to watch them click off these races and very impressive at the same time. The track was so beat after the final day that you could have made it part of the I 75 interstate.

One of the coolest parts of this trip was being able to get anything for any bike at hugely discounted prices whether it was tires, pipes, parts, accessories, clothes, etc. You name it and it was there for a fraction of the regular price. Each manufacturer was there to support their riders as well. Even if you were not part of that team you could pay a mechanic to get your bike fixed if you couldn't make it happen. Everything had a price and it was available to buy. Hell, even a dollar had to be paid to get the practice or race order. It cost me about \$600 dollars to race, which included an AMA card, sign in, gate fee, pit bike fee and unlimited sports card. The fun I had: priceless!

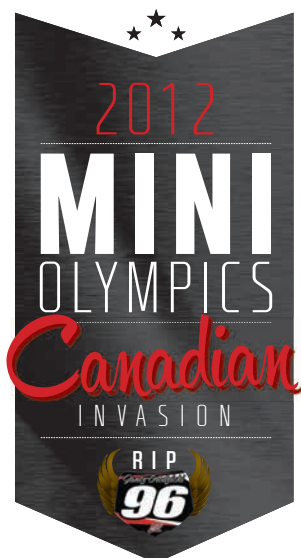


Thomas with father Reece, fist pound before the gate drops.



Above: It was like 6pm traffic all the time with the golf cart and pit bike wars.

Left: Tanner Scott showing perfect form on the Supercross track.



Motocross is tough. We know that for sure. We lost a part of our family at this event. A young man named Jantz Grodziki succumbed to his injuries after crashing in a B class moto. He was a good rider from California. From all the information I have gathered, Motocross was # in his life. Oddly enough Motocross is what took his life; weird to think about. But when the gate drops it's every racer for themselves. When the gate dropped in that B moto where Jantz passed on, he had no family. It was just him vs. the competition. After his passing the family became one again and have reached out in any way they can to support the parents. There is really nothing anybody can do to bring him back. We're a family in the sense that we have all chosen to race as our passion. Jantz's passion was motocross. On the track he was alone, but it's the passion we all share for the sport that will keep him in our family and in our thoughts for the rest of our lives.

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THE MOST MISUNDERSTOOD MAN IN CANADIAN MOTOCROSS?

BY MIKE MCGILL, PHOTOS BY MARC LANDRY, CLAYTON RACICOT AND MXP STAFF



■ CMRC President Mark Stallybrass - No matter what you may think of his methods, there is no denying that he is responsible for making the National series what it is today. Vowing not to rest on past accomplishments, Stallybrass intends to bring a host of fresh new ideas to the table for 2013. What will his legacy be when it comes to the history of Canadian Motocross? The final chapter has yet to be written.



The first CMRC motocross race took place at a private track just outside of Brantford, Ontario in September of 1990. There was a small turnout of riders, less than 200 entries, but almost everyone went home with a prize. That was twenty-three years ago and since then the CMRC, which was originally known as CMC, has become the premiere sanctioning body for the sport of motocross in Canada both at the amateur and Professional level. Thousands of races have been run and the sport, which was near death in Canada in 1988, rebounded to the point where it wasn't unusual to see seven hundred entries show up to an amateur race on any given Sunday or to watch a fully televised Pro National Series on a national network. The one constant behind the evolution of this Canadian moto empire, for the duration of its existence, has been CMRC President Mark Stallybrass. Over this period of time Stallybrass has become one of the most polarizing figures in the history of the sport in Canada. Anyone who races motocross in this country seems to have a strong opinion of Stallybrass and the way he operates be it negative or positive. People who have never even met or spoken with him seem to be able to go on at length about him and his organization. This got me thinking, is Mark Stallybrass the most misunderstood man in Canadian motocross?

Born in Don Mills, Ontario, Stallybrass didn't get his start in dirt biking at as young of an age as many. It was during a family trip to visit cousins in Vermont at the age of ten when he got his first taste of moto. After that he was hooked and at thirteen he began play-riding with friends in the Agincourt, Ontario area. This of course led to racing CMA motocross in the Junior class by the age of fifteen. It was at this time that Mark also secured a part time job at Cycle World in Toronto sweeping the floors and helping out around the shop to earn enough money to go racing on the weekends. Mark spent several years working at the local shop and eventually wound up running the motocross section of the accessories department. By 1986, Stallybrass had also worked his way up to the Pro [or Expert class as it was known back then] in motocross but knew that racing professionally just wasn't for him. While he loved the racing he just didn't feel like he was fast enough to be competitive at the highest level, plus he was already tiring of being injured for long periods of time. While Mark realized that racing Pro motocross was clearly not an option, he found himself becoming more and more interested with the business side of the sport. He graduated from the Business Administration Program at Seneca College in 1985. While he never dreamed that he would be able to put his education to use within the motorcycle industry, an opportunity actually arose in 1987 when he was at the age of twenty-three; he landed a job with Yamaha Motor Canada in their Parts and Accessories Department. Within a year he moved to the Marketing Department and soon found

himself in charge of the struggling motocross Program. He developed several innovative concepts which allowed Yamaha riders in Canada to receive some much needed support. Yamaha's racing budget was extremely low at the time so Stallybrass instituted a delayed financing Program for the team riders, which essentially meant they could race their bikes for the season, sell them at the end of the year and pay for them then. This practise is common now but was something new at the time. He also arranged excellent gear and accessory deals with several different companies for all the team riders and basically put Yamaha back on the map as far as motocross was concerned. Some of the riders who benefitted from Stallybrass's Programs included Kevin Moore, Brad King, Glen Nicholson and Chris Pomeroy in Ontario, and Ryan Bell and Jason Frenette out west.

While Stallybrass enjoyed working at Yamaha, a phone call that he received in 1988 changed everything. While the CMA sanctioning body was on its last legs in Ontario at the time, it was already quite dead in Alberta. A new sanctioning body, the Continental Motosport Club or CMC, from California was in the beginning phases of establishing themselves in that Province. While still working at Yamaha, Stallybrass received a phone call from Stu Peters, head of the CMC, inquiring as to whether or not Yamaha might be interested in supporting the new organization in Alberta. After the call, wheels began turning for Stallybrass. Ontario was a barren moto wasteland at this particular time. CMA motocross was for all intents and purposes dying a slow and painful death, and the landscape was ripe for a new body to take charge. Anyone could have done it but Stallybrass was the one who stepped up. Armed with nothing more than an idea and a credit card, the CMC was launched in Ontario with their first race being the previously mentioned September event in 1990. Most of his friends and colleagues thought he was crazy for quitting his job at Yamaha and investing everything in what many thought to be a dying sport. The economy in Ontario was not good at the time but Stallybrass had a vision. In 1991, a complete series was established under CMC including a double header at Walton. It was at this time the idea of the Trans Can was hatched with Walton Promoter Chris Lee, an event that would eventually become the biggest in Canadian motocross that was co-Promoted by Stallybrass for its first nine seasons before he sold his share to Lee in 2000. While things were definitely starting to happen for Stallybrass and his crew, the CMC was no overnight success. For the first couple of seasons Mark had to maintain a part time job at Snow City Cycle in Scarborough while he was operating the club, but in 1992 the sport was showing signs of renewed life in Ontario; he decided it was time to take this fledgling operation to the next level. In 1993, along with a full schedule of Amateur races in Ontario, the CMC held their first Pro national event at



Walton, which just happened to be the swan song for Canada's greatest motocross racer Ross "Rollerball" Pederson who swept the Pro classes at the inaugural event. This was extremely satisfying for Stallybrass who lists "The Rollerball" as his all-time favourite MX racer and a good friend. "Ross was the embodiment of a champion," states Stallybrass. "Without disrespecting any of our other great riders," he continues, "Ross took everything in the sport to a level that hasn't been seen in this country before or since. He was the Man".

By 1994, the CMA was officially out of the motocross business in Ontario. The CMC, under Stallybrass's guidance, was firmly in place as the Province's premiere sanctioning body. The Atlantic region and Quebec came aboard in '94 as well and further expansion to the west looked like a foregone conclusion. It was at this time that Stallybrass decided he needed to break away from the CMC and bring everything in house, a decision that didn't sit well with the founders of the CMC back in California. "I originally went with the CMC because they were an established organization that could help me get things off the ground, and more importantly help me secure insurance for the events", explains Stallybrass. In return a large portion of the membership fees went south of the border to the parent organization in California. Now that he was firmly established in the east, Stallybrass found the need to have his business become 100% Canadian in order to expand to the western Provinces. "People thought we were American," recalls Stallybrass, something which he saw as a negative. "It was a business decision. They were not Providing us with much guidance anymore and I knew I couldn't establish a national sanctioning body that was based in the US". The split was not amicable but Stallybrass has no regrets about making the switch. For the 1995 season, the Continental Motosport Club in Ontario was to be no longer. In its place, the Canadian Motorsport Racing Club was formed.

As the nineties rolled on, the sport began to experience a renaissance of sorts in Canada under the leadership of the CMRC. People were buying bikes and going to the races again. Entries were up across the board and

Stallybrass's vision was starting to come to fruition. What was Stallybrass's vision you may ask? Simply put it was to promote and market the sport of motocross in Canada, and develop a strong amateur sanctioning body and successful Pro National series that stretched from one side of the country to the other. Previously, this was not the way things were done in Canada. The CMA was a grass-roots, member driven organization. While there had always been a National Series, it was not unified or exposed to the general public as it should. Promoters were left to market their events on their own and some did a good job of it, but most didn't.

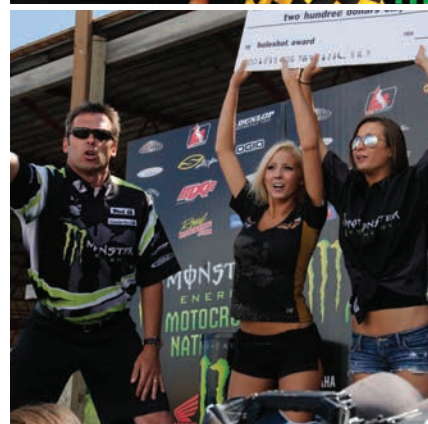
Stallybrass was putting his marketing background to good use, actively pursuing potential sponsors and television opportunities for the series. A one hour broadcast on TSN of the final round of the series in Walton took place in 1996. This was something that had never been done before in this country. Then the first truly National CMRC Pro series was launched in Canada in 1997 with rounds being held in Western Canada for the first time and culminating with the finale at the Trans Can in Walton. Global Television covered each of the six race series with five half hour shows and a one hour for the final round. He was able to land tobacco giant Export "A" as a major sponsor and in 1998 the entire series was televised on CTV's SportsNet for the first time. The series was also picked up by Speed Channel in the US and was televised south of the border for ten consecutive seasons. The television exposure was great for the series as it created a much more Professional atmosphere at the track. Nobody wanted to look like a chump on TV so teams like Blackfoot Honda, Richmond Motorsports, Two Wheel Motorsport and Morgan Racing really began to step up their operations, and it showed. All the while Stallybrass and his team were working tirelessly behind the scenes trying to take the series to the next level. In fact, in order to get the series shown on television Mark had to become not only the Promoter of the series but an Executive Producer as well. The cost for every aspect of the production of the television show came out of Stallybrass's pocket. In return, once he paid to have the shows aired on SportsNet, he received half of the com-

Top: Alberta motocross fans are a great bunch and always come out in droves to support their riders when the CMRC Nationals come to town. Alberta was one of the first provinces to move away from the old CMA. CMRC motocross remains strong in Alberta today.

Top Square: Macs Convenience Stores came on board as a big sponsor back in 2010. Tyler Medaglia collects his oversized check for ten grand! No wonder he's got an oversized grin on his face.

Middle Square: Mark congratulates Heidi Cooke on her umpteenth National Championship and presents her with the number 1 plate.

Bottom Square: Marc Travers, voice of the CMRC Nationals, hypes up the Royal Distributing Hotshot Award for the crowd with the help of the Monster Girls.





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To the victor - Eric Nye from California pops the bubbly on the podium. Nye was a regular on the CMRC National circuit for several years and won the MX2 title in 2008. Over the years many talented American and even some European riders have ventured to the Great White North in search of a CMRC Championship title.

mercial inventory to offer to his sponsors. To say this was a gamble on his part would be an understatement as he never knows from one season to the next whether or not the series will be renewed. The production costs however remain constant.

While the sport continued to grow at both the amateur and professional levels, not everything was roses within the CMRC. Many of the membership became confused as to the difference between the amateur and professional sides of the operation and the cause of the confusion was understandable. While CMRC was a non-profit organization, many were under the misconception that Stallybrass was actually making a handsome profit off of the club and more specifically the National Series. In the meantime, entry and membership fees for the average weekend warriors continued to rise as did some people's frustration. What most people didn't understand however was while the Nationals were sanctioned by the CMRC they were run by an entirely different entity. Stallybrass Promotions Inc. actually owns and continues to own and profit from the National series. The amateur side was originally set up as a not-for-profit organization with Stallybrass in place as the acting President. Confused yet? Well, plenty of people were and with the advent of the internet and more precisely internet forums and message boards, many people were only too eager to share their criticisms, however unfounded they may have been, with the rest of the cyber-moto world. Some of the message board attacks got so bad that Stallybrass took down their CMRC board. "I've got thick skin now," comments Stallybrass, "and it gets thicker every year." But reading stuff like that bothered his wife and business partner Jan Stallybrass to a much greater extent. "She doesn't let it slide off her back as easily as I do. It really bothers her," continues Stallybrass. He does admit that the only reason they started the CMRC as a not-for-profit in

the first place was for public perception. "The CMA was not-for-profit and so was the AMA. We just figured that's the way we should do it." While segments of the membership seemed extremely critical of the set up, Stallybrass soon learned that when it actually came time for them to voice their concerns in person rather than through the internet they were not quite as eager. "We would schedule an AGM every year," states Stallybrass. "I would advertise it, I would book a hotel and a conference room then two or three members would show up. The last one we had in 2003, one person showed up. I guess most people weren't really that concerned". While he gauged the overall concern amongst the membership to be minimal, Stallybrass converted CMRC to a for-profit organization in 2004. "Nothing has really changed, it was more of an accounting practice", says Stallybrass. "Now we just don't have to have an AGM every year". Coincidentally the company has since undergone an audit by Revenue Canada and everything involved with the CMRC's books were found to be above-board.

Everyone makes mistakes and Stallybrass is quick to admit that he has made a few over the years. The one that created perhaps the most reaction within the Canadian moto community occurred in 2007. It was at this time Stallybrass offered an opportunity for any magazine to become the media sponsor for the National series, for a price of course. This magazine, MX Performance, took advantage of the offer and became the exclusive media face of the series. In addition to the sponsorship benefits that were offered, they demanded exclusive rights onsite at every national. Unfortunately, RacerX Canada, a fine and much beloved magazine among the Canadian fans was no longer permitted to have a display booth at the nationals, which they previously took advantage of only a handful of times, but they continued to receive privileges that all other media

were offered. RacerX Canada was an ambitious endeavour for the Canadian market; a beautiful publication that did a fabulous job of covering and documenting all things Canadian moto. Unfortunately, it takes a lot of money to put out a magazine of that calibre and the Canadian moto market as we all know is relatively small, especially when compared to the US. They went out of business eighteen months after the new exclusivity deal went into effect and many Canadian fans and even RacerX employees blamed the CMRC and more specifically Mark Stallybrass for the demise. Looking back on it now Stallybrass really wishes he had handled this situation differently. "It's probably my biggest regret business wise", says Stallybrass. "I should have arranged things differently and let them stay. I don't think the ten to twelve subscriptions they sold on a weekend at a National would have really made the difference for them but it would have saved me a lot of grief". Another casualty of the RacerX Canada situation was any relationship, either Professional or personal, between Stallybrass and Davey Coombs. Coombs is of course the man behind the original RacerX in the US and also the US Pro National series. Several years ago Coombs was starting to show a real interest in the Canadian series but the RacerX Canada situation put an end to that. For his part Stallybrass says he has nothing but respect for Coombs and everything he has accomplished with RacerX and the US Nationals but doesn't expect to receive any Christmas Cards from him anytime soon. "No that's not going to happen", says Stallybrass. "Not in the near future anyways".

While Stallybrass takes full ownership of the unfortunate RacerX Canada situation, something that really makes his blood boil is the whole sordid Canadian Motocross of Nations affair that has really gone off the rails in the last few years. Stallybrass has taken a lot of heat over Canada's absence from this



Sponsorship, that's what it's all about according to Mark Stallybrass. He has brought plenty to the CMRC National circuit in the last twenty years. Where would motocross be in this country without Monster Energy? I hope we don't have to find out.

event and in this case I believe it is completely un-deserved. "I'm as proud of Canada as anyone," says Stallybrass, "and there is nothing more I would like to see than Canada sending an A team to the event." Stallybrass's voice raises a few octaves as he continues. "I have never told a rider or a team that I didn't want them going to the Motocross of Nations, and if the day ever comes that the FIM recognizes the CMRC that will be the day I start working on a Motocross of Nations team. Until that day comes my hands are tied." Stallybrass really thought that day would have come by now. He actually had a meeting with the enigmatic FIM Motocross representative Wolfgang Srb thirteen years ago in California at which time he was told by Srb that all he needed to do was be patient for a couple more years. That was thirteen years ago and Stallybrass is still waiting. Maybe not so patiently now however. Stallybrass continues by illustrating his point with a simple comparison. "Look at it this way," he says. "The CMRC is Coke and the CMA is Pepsi. Why on earth would I ever try to help Pepsi send a team to the Motocross of Nations and give the FIM the impression that all is good with CMA and Canadian motocross? It just isn't logical." In continuing with the Motocross of Nations theme, some have even gone as far as to blame Stallybrass for secretly scheduling the Montreal Supercross on the same weekend as the des Nations. "That's ridiculous," says Stallybrass. "I have absolutely nothing to do with the scheduling of the event. That's all in the hands of the promoter, Pierre Corbeil. But if people want to blame me for that as well, I guess they can."

Stallybrass does get a lot of blame heaped upon him when things go sideways. Leaders always do. Sometimes the membership doesn't find him to be overly friendly when they approach him at the track. What people don't always realize however is that while they might be there on their days off to have a good time, Stallybrass is working and not always in

the best mood. "There is always a lot of stress, always something going on," states Stallybrass. "That's the nature of holding an event like a motocross race, especially a National. Something that I inherited from my mother is that when I'm concerned or upset about a situation I can't hide it. It shows up on my face as plain as day. I'll never be a good poker player, that's for sure." For his part, Stallybrass has recognized this and is actively working on being a bit more approachable at the races. Don't look for him to be hanging out at a campfire bench-racing late into the night anytime soon though. "That's just not me," says Mark. "I'm really a pretty private person. I have a great relationship with the Team Managers and the people I work with within the CMRC but the whole hanging out and socializing thing just isn't for me." With that said, Stallybrass continues. "I don't care for the spotlight. I haven't even done an interview on one of my own broadcasts since 2007." With the departure of Brett Lee from the CMRC however, Stallybrass realizes that he needs to start taking a much more active role in this part of the operation and reports that things are currently going quite well on that front. "Recently I have been having meetings and talking to people all over the country, and to tell you the truth I feel rejuvenated," says Stallybrass. "I'm in this for the long haul." I guess that answers the question as to whether or not the CMRC has been sold to outside interests, a rumour that had been circulating and gaining momentum in the fall. "Nope. No sale," reiterates Stallybrass emphatically. "I'm committed to this business. I really don't do this because I'm getting rich from it, that's for sure," he continues. "Listen" he says. "How many people do you know hold onto the same job for twenty-three years? Especially one in which you get criticized almost daily. I've taken a lot of grief over twenty-three years and if that doesn't tell or show people how much I love and am committed to this sport then I don't know what will. One of my goals was to create a National series and improve on it every

year and I think that for the last twenty years I have done just that." While he agrees that numbers for amateur racing, especially in Ontario, which he compares to Southern California in the US, are down he believes the downturn to be a normal cycle and due to economic hard times, but with some hard work can be brought back again. "Bottom line is that if you want to win a National Championship in Canada and be recognized as a true national champion, be it at the Pro or Amateur level, you race with CMRC." With that said, Stallybrass admits it won't be easy getting the racers back on a regular basis and that the biggest thing affecting racing today is the cost. "Four-strokes are really expensive to buy and maintain. This coupled with the fact that everyone today seems to think they need a 40 foot toy hauler to go to races for a weekend really puts the stress on people's bank accounts and decisions on where to go riding." All in all however, the CMRC remains strong in many other parts of Canada. In the majority of the regions across Canada, "things are pretty stable."

There is no Dodge Viper or his and hers Corvettes in the driveway of the Stallybrass home in Stouffville, Ontario. There never has been. "I was driving a Subaru wagon with close to two hundred thousand kilometers on it the first time I heard that one," chuckles Stallybrass. Does he think that he is somewhat misunderstood or unfairly judged within the Canadian moto community? "Yes, I definitely think so sometimes," he admits, "but I certainly have to take some of the blame for it. As I said before I am working on that." There is however no denying that Stallybrass has made huge sacrifices for his business. His whole life revolves around CMRC motocross. While he has made these many sacrifices for the company he has no regrets. "I really do enjoy the majority of the job. When I'm at a National with the headset on, calling the race for TV with Travs [Marc Travers], there's absolutely no other place else in the world I'd rather be." **MXE**

NUMBERS
DON'T
LIE:

BRAD NAUDITT

THE STORY

By Brett Lee, Photos by Clayton Racicot

Three years is a blink in a lifetime. In Pro motocross it is an eternity. The shelf life of motocross racers can extend beyond it but not without results. Results earn longevity in racing. Whether it's the fuel that ignites the fire to compete each year or the tool that brings in support to make racing possible, it is the results that racers seek. For Brad Nauditt, he will be entering his fourth year racing in Canada in 2013. It is almost a torturing point. "Numbers don't lie," said Nauditt. "I have improved each season, but I have spent a lot on my program. I'm at the point in my career where I have to ask myself, 'How long do I chase the dream?'"

Nauditt, a quiet and likeable kid from Washington, didn't grow up with a Pro career in mind. He started racing later and didn't develop his speed until he was in his teens. "I grew up racing locally in Spokane. I didn't travel the big US amateur tour; I just raced a lot locally when I was about 10 years old. I didn't get into too much until I was about 15 years old. Each year I got better, and that has been a mark of my racing career to this point: improve year



to year." It has been his calling card in Canada as well, since the first year Nauditt arrived up until 2012. He developed from a top 10 MX2 guy to a consistent top 5 competitor to this season's podium finish in Calgary.

Nauditt was a young racer struggling to qualify for Pro National main events in the US like many talented US riders. He battled for every position forward. "I was feeling the stress of the US Nationals, the stress to just be able to race. All the focus was around a fast lap

just to qualify. Then we decided to hit a Pro money race. I was doing well but had a bad crash and ended up breaking my back. I was off for a long time, which is when I kind of had to hit the reset button. When I came back, I qualified for a few US Nationals. I didn't want to just race to qualify, I wanted to race to win, maybe make some money and get some support. I wanted to build that confidence back up. Kevin Urquhart and I sat down and put a plan together to go north. It started from there."

Brad's first year was an eye opener. His travel partner was Kevin Urquhart, an outgoing personality with enormous natural talent on a motocross bike. "Kevin is a great guy, and seemed to know everyone when we got to Canada. He introduced me to a lot of people that first year, which was good. I just took everything in." Brad also partnered with mechanic Robbie Fedder. Fedder and Nauditt had known each other causally before, but the relationship of rider and mechanic, living on the road is more. "It's strange looking back. Robbie and I knew each other but we have now spent three years together. We have been together almost every day. He is one of my very best friends. We had a couple moments but really for three years we got along like brothers." The first year for Nauditt was really about learning about life on the road, creating new relationships and being a Pro racer.

"I was on a Kawasaki the first year. We struggled with mechanical issues on that bike for whatever reason. Again, we were all learning. For the second half I jumped on a 450 and it was okay. Like I said, numbers don't lie. I wasn't a top guy; I was a 10th to 15th place rider. I learned a lot though, I met a lot



"I grew up racing locally in Spokane. I didn't travel the big US amateur tour; I just raced a lot locally when I was about 10 years old. I didn't get into too much until I was about 15 years old. Each year I got better, and that has been a mark of my racing career to this point: improve year to year."



"I LOVE THE RACING, THE SERIES AND THE PEOPLE, MORE THAN ANYTHING. I LOVED RACING IN CANADA, COMPETING AND MAYBE WINNING."

of people and it lit the fire in me to come back to race." Nauditt went back home with a new focus. "I felt like I could come back knowing what to do better. I spent time racing with Robbie that winter and preparing to go to Canada to be a guy who could be a solid top 10, maybe a top 5."

Nauditt parted ways with Urquhart for no other reason than to have space and focus on the goals he had for himself. "There was no bad blood or anything like that when I came up on my own with Robbie the next year. Kevin is one of my best friends to this day. Living on the road in a motorhome with four guys is tough. I wanted a bit more space, but all those guys are great guys." Focusing on his program paid off. The results trajectory was one of improvement apparent by a

and hungry to do well. I got some really good starts and ran up front. Running at the front of the pack gave me confidence and the desire to do better. I still didn't have the speed. I was close but it was something I thought that I could really improve on."

I always look at the numbers. I had improved each year. It is such a mental sport. That boost of confidence really pushed me hard towards 2012." Nauditt made an investment in himself. He hired Ryan Hughes to train with, hired trainers and dedicated himself to becoming fit and fast. Nanaimo's wash didn't show the improvements but in Kamloops his 5-6 moto finishes matched his career best. In Calgary, 4-4 earned him his first overall podium finish. "People took notice and that felt great. I was excited. Physically and

seventh overall at the end of the 2011 series. "I came into the season better prepared

mentally it was a real breakthrough for me." Nauditt left the western swing in a battle for top 5 in the points and just outside a final series podium finish.

"Gopher was good but I had my eye on that podium again. I expected a lot from myself in the east. I consider myself a self motivated person, and put a lot of pressure on myself to do well. Maybe I was too hard." In the three years, Nauditt had developed from a kid battling to land in the top 10 to a man frustrated about not battling for the podium. "It really was my nemesis in the east. At Ste-Julie I got a great start in the first moto and finished 5th. In the second moto I went down but still finished 12th. I had a great ride, perhaps my best ride. Numbers don't lie though 5-12 wasn't a good overall day. Maybe I should have left focused on how well I rode, not the results."

The series wrapped up in Walton with Nauditt riding both MX1 and MX2. "I wanted people to know I can ride both bikes, I will ride anything if the opportu-

nity comes up." As for the 2012 series, Nauditt ended up 5th overall in MX2, his best overall in his career racing in Canada. He also earned National #16, his best ever National number. Numbers don't lie! Nauditt had his best season in his Pro career.

"I don't know what is going to happen now. I am working full time, racing on the weekends locally and doing well. I had to let Robbie go after Walton. He landed a job with Valli Motorsports and I could not be happier for him. If there is support out there I would come back to Canada. I look at my life now and I have so many really close friends there. I love the racing, the series and the people, more than anything. I loved racing in Canada, competing and maybe winning." For now life is more 9 to 5. I will be removed from the racing life that I had the past couple seasons. "I will be back for the west for sure, I know that and depending how the results are and how things are going, who knows where it will go." **MXE**

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PRIVATEER EXPERIENCE: TYLER RAYNER

By Brett Lee, Photos by MXP Staff and Dan Thornton

"I WANTED TO RACE. IT WAS HARD TO GET IT OUT, EVEN WHEN YOU HAVE A GOOD JOB OR OTHER OPPORTUNITIES. WHEN THE CONTRACT WAS UP WITH BRUCE POWER, I DECIDED TO TRAIN, JUST TO SEE."

For all the speed and talent, Tyler Rayner is a rider who has flown well below the radar. A talented mini rider, he split his racing time in Canada and the tracks of Western New York. In 2010, racing Intermediate, he garnered a third overall at the Walton Transcan. Again, few took notice of the deceptively fast kid. Like many fast riders who go unnoticed, Rayner stepped away from moto and took on a job, a good contract at Bruce Power working quality control. Racing took a back seat to work and Rayner hit the track only a small handful of times in 2011.

The itch that motocross racers have, which seems to be impossible to cure at any age, was relentless for the young Rayner. "I wanted to race. It was hard to get it out, even when you have a good job or other opportunities. When the contract was up with Bruce Power, I decided to train, just to see." So Rayner headed south. "I loaded up the bike and headed to the Jimmy Weinert training facility. I worked on speed and getting in shape. It was a great place to train."

When Rayner returned home, he began training with renowned hard ass, Jay Burke. "Jay lives close to me, and I was able to ride and train with him a bit. I could see my speed was not far off Jay's. Jay is one of the top Pro riders in the province and a good National Pro. I started thinking about Nationals, the east coast for sure, maybe west." Burke's pace was good, better than most, and

his 8th overall in the 2012 Monster Energy MX Nationals was impressive. Burke talked to Tyler and suggested riding out of his JBR Race team.

"I never raced Nationals in fact this was my first year racing Pro. I thought - why not? Why not give it a try?" Not flush with resources, the rookie made the hard decision to chase his dream the hard way. He drove round to round with only his two teammates Willie Shatreau and Jay Burke as support, no mechanics, no help, just a young man and his bike.

"Round one couldn't have been any worse," said Rayner. Rayner who had never been west of Ontario flew with Jay to the opening round. "We were pitted in the top pit area with the rigs and teams. It was surreal walking to our bikes through them. Jay was Jay but this was all new to me. I just kept thinking - all this way, I just hope I qualify."

It didn't get easier. The west coast that is known for their weather systems that blow in brought its worse. "I think it started raining around 7am and it never stopped until the motos were over. I remember standing at riders meeting in the rain thinking 'This isn't good.' Rayner surprised himself and qualified within the top 20, which deflated some of the pressure that sat on him. "Once I qualified, I thought to myself, 'Let's just get through this round.' Jay had good advice. He kept saying - just get points. Each round, get points, even if it is one point, work to get it." Rayner found himself near the top 10 both motos. "I didn't have anyone telling me where I was, and it

PRIVATEER EXPERIENCE:

TYLER RAYNER

was so muddy that I don't think anyone could tell. Unfortunately I crashed and never finished with points. I was pissed off about it. I knew I was riding with fast guys. After round one I thought I could be a top 15 guy, maybe a top 10. Even though it didn't go well, it did help my confidence."

Caked in mud, Burke and Rayner loaded the trailer and headed for Kamloops and round two. "Jay and I picked up Willie and now our team was the three of us. I knew Willie before a bit, but obviously living on the road together you really get to know a guy." Kamloops would be tough on the rookie. "Qualifying wasn't my issue anymore. I wanted to get up there, show people

I could run the pace. Kamloops was tough; it hurt a lot of guys. If you lost focus for a fraction of a second you would crash, and that is what happened." Rayner caught a bad break with a hard crash that tweaked his back. It made what was already a tough run for his first national tour even tougher.

"The next week was hard because my back was sore. When I was driving with Willie, it was hard to get motivated to do all the things to prepare for racing like ride, train, and prep the bikes. I doubted myself if I would be able to race Calgary." Rayner was surrounded by old school thinking men. There was no option to not try and Rayner did just that. "I qualified okay and actually felt better as I rode. Then in the first moto I had a good crash but came back for moto 2. In moto two I earned 13th. That was a big deal for me."

Racing isn't without its ups and downs. Rayner's 13th in the final moto was a high, but Edmonton

would deal another challenge. "In Edmonton my back was hurting. Back injuries are so hard to get past in motocross because so much strain is around your core. You can't rest properly; it's just a nagging injury." Regardless, the focus was on getting through that round, and the rest would be there after a two weeks series break. "Moto one didn't go great and then moto two was really unbelievable." As the pack rounded corner two, three bikes laid on the ground. Burke, Shatreau and Rayner had collected each other in a first corner crash. "Jay said something like - well, let's get going. I was sure I had mangled his bike. I just wasn't sure what to do with the three of us picking up our bikes." Burke was able to pick up his bike and put on a super human charge. Shatreau fought his way up in the pack, but Rayner's brake was so bent that he was forced to retire. "By the time the guys got back, I was packed and my bike was washed. We didn't really say much about it. It was good. We just packed up then drove straight home to Ontario, non-stop."

The 40-plus hours in a pickup truck didn't help Rayner's injured back but the break was more than welcomed. National motocross is a grind for the most well supported, but for the boys at JBR who were making it happen each weekend, the grind is even tougher. "I was just hurting and my back was still so sore. As Gopher got close, I knew it was going to be so rough; I was ready for it. I talked to my Dad and I knew I could take it for 30 minutes, so I went out and did some light riding instead." It was a tough call to make and one his gritty teammate sure let the rookie know about. "I got the gears for it. Burke and some of the guys gooned me on Twitter and gave me a hard time. It wasn't easy. I just put in a month on the road, and to miss the race an hour from my house was tough, but I knew it was the right decision."

Left:

"In Edmonton my back was hurting. Back injuries are so hard to get past in motocross because so much strain is around your core. You can't rest properly; it's just a nagging injury."

Bottom:

"I was feeling better and I was hungry again. My Dad joined me when I went to Moncton."



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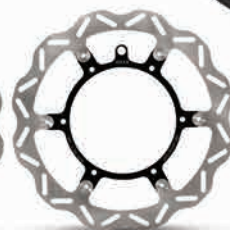
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PRIVATEER EXPERIENCE: **TYLER RAYNER**

Ste-Julie was another race Rayner side stepped but then returned in Moncton. "I was feeling better and I was hungry again. My Dad joined me when I went to Moncton." For the young rider who had his Dad at most of his races, having him at the National was something he appreciated more after a western swing on his own. "It is funny. It seemed like a treat having him there. He was getting my bikes ready, goggles, helping me at the line. It was hard though, I kept asking if he had done this or that, but it was good he was there." Results showed that the break was what he needed and with the help of his Dad he earned his best finish in two motos with 19-13 finishes. "The 13th got my confidence going again. I starting looking at the top 10 thinking - I can do this."

With Sand Del Lee the penultimate round of the series, the intensity in the pits was high because everyone wanted to gather results. Four motos were left in the 2012 season and everyone was aware every point counted. "Sand Del Lee was bitter sweet. I felt like I should be up there in

the top 15, but I had the goal of cracking the top 10. I was 13th the week before; it was close." What Rayner delivered was a consistent day, the type of day he was looking for in the west with 18-17 scores. "I got points in both motos, which I had done the week before, but I was going back in results. I wanted to prove to myself that I could get up there with the fast guys. It was a good finish. If this had have been Nanaimo I would have been thrilled." It was a solid finish. For a rookie on a tired bike it was an excellent finish.


It had been two years since Rayner had been at Walton. In 2010, he was an amateur fighting it out for a podium spot, and now in 2012 he was a Pro with his focus on the top 10. "I like the track at Walton. It was the last race. I ran in the top 10 several times and for whatever reason I just needed the pieces to fall together for me. I needed to deliver a good result to prove to myself that I could do this." Moto one would not be what Rayner hoped for. "I was pumped and ready for it, and then I went down in the first corner. By the

time I fired everything up the pack was already on the back stretch." Rayner popped the bike into gear and began the grind. "My Dad just kept saying - push, charge, stay smooth and keep going." By motos end he climbed back to 18th, not the top 10 he hoped for but it was a strong ride for any good Pro. "I looked at the lap times between motos. I saw my speed was anywhere between 8-12th. I could see I was fast enough to get up there. Moto 2, the final moto of the season, was all that was left for everyone on the line. I got a good start and found myself in 8th. It was a fast pace, but I didn't feel I was riding over my head. I stand a lot and I think it helps me, especially on choppy tracks. A couple guys got me, but really it felt like I was by myself all moto. With two laps to go, a Honda rider was closing. "I could see Jay coming behind

me. I knew where he was, and I knew I could hold on till the end. I just rode the way I knew I could." When the checkers flew in Moto 2 at Walton that closed the season for the MX1 class, Tyler Rayner crossed the line 10th. "It

was like a win for me. I respect Jay and to beat him was big for me, but to accomplish the goal of finishing in the top 10 was like I won. I was so happy."

It was a good year. "I am happy I did it and thankful to everyone who help me from

my Dad to Jay and Willie. It was hard, but I want to do it again," said Rayner over the phone. "I am going to work here as a Weld Inspector, save some money and I hope to take another run at this." The three digit #734 will be replaced by National number 46 in 2013. He was a rookie in experience, which will be replaced by another year of learning and top 10 finishes, maybe more than just one moto in the year. 

"I COULD SEE JAY COMING BEHIND ME. I KNEW WHERE HE WAS, AND I KNEW I COULD HOLD ON TILL THE END. I JUST RODE THE WAY I KNEW I COULD."

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BY RYAN GAULD PHOTOS BY MARC LANDRY AND RANDY WIEBE



Hey, what the hell is that?" Brett Lee exclaimed.

A bunch of us were doing the Walton Trans can radio show in 2004 when we suddenly saw a wild dude on an 80 riding through the pits. The next nervous words we heard from Brett were "I have to go."

We later heard that Brett ran down the tower and chased this man through the pits but that he got away and found the last campfire that was going where he told all those assembled of escaping from t Lee. Little did this racer's father know that standing just a few feet away as he was bragging about his pit riding excursion was an angry Brett Lee.

The entire campfire had a laugh but this father was booted out of Walton and his son not permitted to race. The man's name was Toby Knowles, the father of racer, Spencer Knowles. Back in those days it was Toby's shenanigans that created the hype around the Knowles camp, not for racing skill, but for the kind of stunts that got him into trouble with Brett that night. As Spencer's reputation as a great star grew the shadows his dad had cast about the Knowles began to fade. Spencer was fast, plain and simple. Once everybody saw that, no stunts were needed and it was the Toby show no more.

Spencer Knowles is from British Columbia. He is young, very fast and one of the most underrated riders in his era. I think that is mostly because he is misunderstood. He has had more crashes than triumphs in his career but his list of accomplishments show that this kid has ability on a dirt bike. I personally did not get to see much of his amateur career but I did witness his intermediate season in 2007 when he raced the entire national series. I could tell when watching that he had a bit if what each of the good riders that had come from BC in the last decade displayed: the smoothness of Colton Facciotti and Dusty Klatt, the determination of Darcy Lange and the wide open, "feet off the pegs style" of Kyle Beaton. This young star had studied and learned from all of his heroes.

Kyle Beaton actually took Spencer under his wing for many years to help develop the ability he now displays. As a result Spencer really did have some good years from 2008 until this past summer. He was a privateer for the most part until the Monster Energy Leading Edge team gave him a shot in 2010. He had some flashes of a champion but could never seem to put two



motos together. His inconsistency was his downfall. Off the gate he was a magician grabbing countless holeshot's but could not carry that momentum till the end of the races. You knew by watching Spencer's reaction that this was very frustrating to him. All the ingredients were there, but there was always something that stopped him from staying at the front of the pack.

Enter the 2012 season and a deal that would bring him back to his trusty Yamaha machines. He just seemed to fit with that manufacturer very well and it showed right out of the gate of this past season when he grabbed a podium in a moto at the very first round in Nanaimo. He would continue the summer with flashes of championship qualities again but could not quite shake crashing demon. It was like he was so fast that he would black out, hit the ground and have to start from square one again. There is nothing anybody can do for any racer that is struggling out on the track when the helmet is on and the blinders are up. Racers focus so hard, that sometimes their ability to relax and think about the moment passes without them knowing. This leads to things like arm pump, fading, or in Spencer case; crashing. This kid can win titles. I have no doubt in my mind about that. He needs to find that happy medium between crazy speed and knowing to back it down to save the points he would gain finishing 2nd or 3rd rather than crash and throw a lot more away. I believe he just lacks the focus and belief that he can win. People can tell you all day long but if you don't believe it then it won't happen.

As I write this Spencer is leading the KTM Canada Arenacross series in BC. Winning this title could be that little push he needs to realize that he can be a champion, that he can win and he can dominate. Champions win on their bad days. They win when they get results on the days they are not at their best but fight to overcome that. Being a young professional is tough in this sport, but being good can be so much tougher because of what you demand from yourself. Spencer Knowles is both of these. Without a doubt he can set the Canadian Motocross scene on fire if he can finally just put it all together. I think he will and that's why he's Young and on the Rise!! **MXE**

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Spencer Knowles





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THE FOUNTAIN OF YOUTH

BY RYAN GAULD - PHOTOS BY MXP STAFF AND DANNY BRAULT

MXP RIDES THE NEW 2013 KTM 450



KTM has made huge steps forward in making their line up of motorcycles race ready, in fact that is their motto "Race Ready." I have ridden factory orange and bone stock orange. I have to say it is very impressive what KTM has done globally to ensure the customer gets a great machine. The fit and finish of these bikes make anybody look awesome when you have it tied down in the back of your truck. The motors, right from their 50s all the way up to the big 450, are strong and reliable. KTM has come from the bottom of the manufacturer pool to battling for top bragging rights with the Japanese manufacturers. The company is much smaller than their competitors, but let me tell you, it's a real life David and Goliath story, and we all know how that tale goes.

It was a beautiful afternoon out at the loamy motocross track where I went to test the new 2013 Ryan Dungey edition KTM 450. The bike seems to be new from head to toe: new frame, new look, new motor, lighter motor and updated fuel injection system, but the coolest part that some will not even realize is the suspension settings are for North America, not Europe, where the bikes are produced. So lots of "New" for this 2013 KTM.

On my first ride, this bike felt very comfortable. I was amazed how light and nimble the bike felt after only a few laps. Riding the bike made me feel young again. I could throw it around with ease and place it where I needed as I charged into corners. It was really fun to ride, which is a huge bonus for a bone stock bike. If you buy a bike and feel good right away without making any changes then it will make it easier to adjust afterwards if adjustments are needed. We were on our day of testing to have a track with perfect conditions. Lots of traction, nice ruts, and loamy dirt all really helped for a good feeling on the bike. The North American suspension settings are obvious. For years, a stock KTM always required stiffer suspension, at least in my opinion. This year's model with the new suspension settings, you could really tell that it suited a Pro rider best. Suspension is so important when you make it to the Pro ranks. With this set up you're already halfway there. With some fine tuning, I believe that any Pro level rider would be able to jump on this bike and turn some fast laps with ease. However, with the new stock settings, this bike may be a little stiff for a Junior or Intermediate level rider.

Above: Ready to race.
The Ryan Dungey replica
2013 KTM 450

Right: Totally new
motor package, and
sweet graphics with the
Dungey edition.



ENGINE	
Design	1-cylinder 4-stroke engine, water-cooled
Displacement	449.3 cm (27.418 cu in)
Bore	95 mm (3.74 in)
Stroke	63.4 mm (2.496 in)
Starting aid	Electric starter
Gearbox	4-gear, claw shifted
Engine lubrication	Pressure circulation lubrication with two Eaton pumps
Primary transmission	32:76
Secondary ratio	14:50
Cooling	Water cooling, permanent circulation of coolant by water pump
Clutch	Multi-disc clutch in oil bath/hydraulically activated
Ignition	Contactless controlled fully electronic ignition with digital ignition adjustment

The weight of the motor has been reduced by four pounds. That's a big loss for any motorcycle. KTM has always had a strong 450 motor; some may say a little too strong for a stock bike. This year's bike has a really smooth, useable power. It had a very mellow hit off the bottom but continued to climb through the RPMs. This is the kind of motor that is made for a 16-20 year old rider that has yet to develop the strength to hang on to a full-on race bike. This bike would need a few extra ponies under the hood and some mapping to make it rev a little more so it gets into the meat of the power for a Pro rider.



Although I have never been a huge fan of the KTM 450, I really felt good on this bike. With all the changes to many components of the bike, KTM has made some positive strides forward to make me a believer that this bike can win championships.



CHASSIS

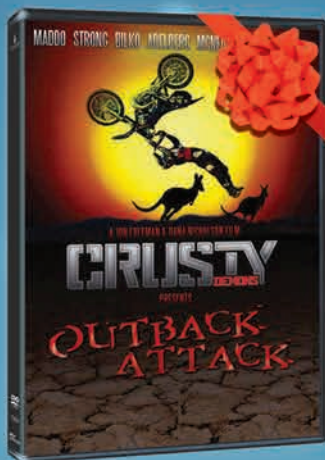
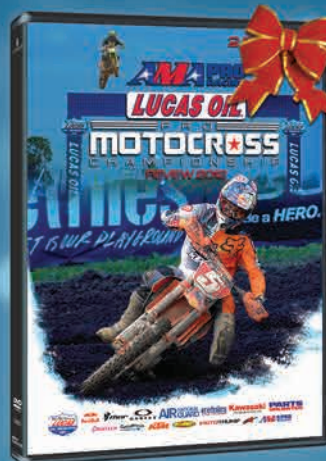
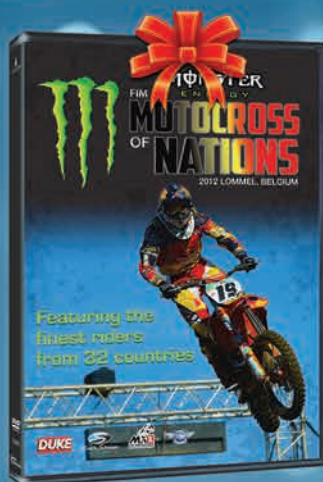
Frame	Central tube frame made of chrome molybdenum steel tubing
Fork	WP Suspension Up Side Down 4860 MXMA CC
Shock absorber	WP Suspension 5018 BAVP DCC
Suspension travel Front	300 mm [11.81 in]
Suspension travel Rear	330 mm [12.99 in]
Brake system	Disc brakes, brake calipers on floating bearings
Brake discs - diameter Front	260 mm [10.24 in]
Brake discs - diameter Rear	220 mm [8.66 in]
Chain	5/8 x 1/4"
Steering head angle	63.5
Wheelbase	1,495 mm [58.86 in]
Ground clearance, unloaded	375 mm [14.76 in]
Seat height, unloaded	992 mm [39.06 in]
Total fuel tank capacity, approx.	7.5 l (1.98 US gal) Super unleaded (ROZ 95/RON 95/PON 91)
Weight without fuel, approx.	106.2 kg [234.1 lb.]

Although I have never been a huge fan of the KTM 450, I really felt good on this bike. With all the changes to many components of the bike, KTM has made some positive strides forward to make me a believer that this bike can win championships. Ryan Dungey proved that this year in the US, and both Colton Facciotti and Dusty Klatt will be contending for the Canadian title on this machine next summer.

KTM has done a masterful job marketing and hiring the right people to continue their journey forward. Now they have built a killer machine with all the bells and whistles to make any racer feel good to go fast. The Dungey edition is priced higher than the stock version, but you do get the official graphics package. A completely new, significantly lighter engine featuring groundbreaking injection technology guarantees strong yet controllable power. Packed into a chassis that has been massively improved in terms of bodywork, frame and suspension, the KTM 450 SXF 2013 sets a new benchmark among the 450 four-strokes in terms of performance and manoeuvrability with its easy handling.

Race ready? I would have to agree!!!

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THE SCRUB GENERATION

BY RYAN GAULD - PHOTOS BY MXP STAFF

MAGIC HONDAS



Constantly paving the way for well built dirt bikes, Honda has done it again. The new 2013 CRF 450 is one of the most beautiful off-road bikes on the market. Returning is the dual exhaust that makes the bike look like some sort of space ship that has meticulous fit and finish, and a motor that seems to just give you all need, all day long, just when you need it most. The new "air fork" is pretty fresh. We haven't had much time to work with the bike but my initial thoughts are: WOW!! This is going to change the sport. Only the Honda and Kawasaki 450s have this all-new concept, which labels these bikes as "the ones to buy".

The new layout of this bike gives it more of a Euro look. The new plastic design and simple graphic look really gives the bike a smooth yet personable look. It sounds weird, but you just feel like you belong with this bike when you get a good look at it. When I got dressed and threw a leg over the machine I could really feel how small the bike felt, but it was almost awkward at first. An all-new aluminum frame ensures a low centre of gravity and optimum mass centralization, which really made you feel like you were part of the bike. Your first instinct is to go into the perfect attack position. You fit right in the comfy zone with total control. Just after a lap it was as if I had been riding this bike for years. It was like a shot of confidence.


"MATED WITH THE ALL-NEW FRAME AND CHASSIS IS THE NEW KYB PSF® (PNEUMATIC SPRING FORK) THAT DELIVERS SIGNIFICANT WEIGHT SAVINGS PLUS IMPROVED PERFORMANCE AND VERSATILITY."

Above: The bike looks so sweet.

Right: Both Scott Donkersgoed (intermediate level rider), and Kirsten MacDonald (lady racer) enjoyed the 2013 CRF 450.

Mated with the all-new frame and chassis is the new KYB PSF® [Pneumatic Spring Fork] that delivers significant weight savings plus improved performance and versatility. The "Air fork" design really sounded strange to me when I first learned of this idea. It just didn't seem right that there would be air to control the way my forks performed, but I barely noticed any difference. It basically felt the same until I decided to make some changes to the adjusters. The forks should be set at the stock air pressure of 33lbs. To make adjustments you should either increase or decrease the air pressure by 2lbs to change your spring rate. I actually dropped a pound out of the fork making it a half a spring rate softer and it felt way better, plus it was so easy to make that change. Once this change was made I was back out on the track. It felt even better even though I had only cut about 10 laps on this brand new bike. These new forks are really going to help the customer make changes during race day quite easily. You can basically get full suspension service [changing your springs which could cost quite a bit] right at the track and you really don't have to be that knowledgeable with suspension to set it to your liking. How that will make






At Honda, they've built their reputation on superior design and innovation, powerful performance, and legendary durability and dependability. It's evident in every product they build.

the consumer feel is a big win in itself. For the past few years the biggest complaint about the CRF 450 was the bottom end performance of the motor. The motor was very mellow right out of the gate that needed some fine tuning to give it that few extra HPs. It should have made the rider feel better about fighting for the insides of turns, but the bike just didn't seem to work well when trying to launch out of button hook-style turns, or when you came to a near halt and tried to get back to full power quickly. It required a lot more from the rider to have precise throttle control. The 2013 model seems to have fixed that. The changes to the fuel-injected engine are equally exciting: a new cylinder head with larger exhaust valves, an increased compression ratio, a heavier flywheel, a reshaped airbox, a new dual-muffler exhaust and other improvements add up to major gains in the low-end and midrange with no loss of top-end power.

CHECK OUT THE LIST OF WHAT'S NEW ON THE 2013 CRF 450:

- All-new aluminum frame and swingarm.
- All-new and lighter subframe.
- All-new air fork: KYB PSF® [Pneumatic Spring Fork].
- All-new KYB rear shock with updated settings.
- All-new piston with increased compression ratio [from 12:1 to 12.5:1].
- New two-hole oil jet adds extra cooling to the piston's underside.
- New cylinder head with revised porting and larger exhaust valves [to 31mm from 30mm].
- New airbox and filter.
- All-new radiators are mounted lower in the chassis.
- All-new short and compact dual-muffler exhaust system.
- All-new six-spring clutch and updated transmission.
- All-new front and rear disc rotor covers.
- All-new MX51FA 80/100-21 front tire.
- Increased fuel capacity to 6.4 litres from 5.7 litres.
- Improved footpeg mount features a patented debris-shielding design.
- Aggressive new styling.

Honda has once again improved their machinery and have shown why they are the leader in the off-road motorcycle world. At Honda, they've built their reputation on superior design and innovation, powerful performance, and legendary durability and dependability. It's evident in every product they build. 

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2013 RMZ450 PRESS INTRO

BY DAVE ARNOLD - PHOTOS BY SUZUKI US



When the invite arrived at MXP to attend the 2013 RMZ450 media launch, it stated that attendees would get a full tour of the U.S. Suzuki factory race shops and Yoshimura R&D. It also said bike testing would take place at the Suzuki Factory Supercross track in Corona, California. This was one of those emails that after mere seconds of consideration was replied to immediately.

For those that are unaware, American Suzuki recently expanded their relationship with Chino, California based Yoshimura R&D to include management of the Factory Motocross and Supercross efforts. Already highly successful in the paved world, Yosh would happily rise to the new challenge. Of course as guests, this meant a really good look at a lot more unobtainium factory equipment.

After agreeing to go, we realized the invite said: Supercross track. Generally, magazine types are not elite Pros to say the least. Fortunately, Suzuki thought of that too and brought in famed track builder Marc Peters to tame the beast down a little; crisis averted.

A week later, an email arrived with two boarding passes. Fortunately, Tylor Donnelly from Suzuki Canada would tag along to handle the details and package the remains should the SX get the better of me.

DAY ONE

After landing in LA, we jumped in the rental and headed East to Chino after a quick stop at Alpinestars in Torrance and Troy Lee Designs in Corona for gear.

After a meet and greet with US and Japanese Suzuki staff, everyone embarked on a full tour of the massive Yoshimura manufacturing plant located adjacent to the race shop. From there the show rolled back over to the race shops so we could see how Suzuki prepares to battle in the AMA road race and MX / SX circuits.

After some refreshments, it was time to get down to business and hear about the 2013 RMZ450. With the 2012 machine already well proven at the pro level and the '13 model not all that visually different, I began to wonder if Suzuki just changed the graphics and called it good.

Immediately it became clear that resting on past success was not what the engineers at Suzuki had in mind. Instead they explained their 2013 strategy of tuning the overall package with a focus on making the bike significantly friendlier to the everyday rider.

Using customer feedback from 2012, they compiled a tight list of things that needed work. To no one's surprise, the chassis didn't receive much in the way of negative feedback yet they redesigned the frame to make it lighter then added the absolute latest in high tech suspension by bolting on the second generation Showa SFF Fork.

Separate Function Fork, or SFF, drops a spring from the left leg and the damping assembly from the right effectively making one leg responsible for one function instead of sharing both.

Above: The 2013 RMZ 450 was awesome to ride.

Right: The bike is very impressive right out of the box.

This saves 2% in weight by eliminating some internal parts but it also reduces internal fork friction as well. Fork tube diameter was bumped up from 47mm to 48mm reducing flex and giving a more precise feel.

On paper, the SFF's standout feature is an externally adjustable, spring preload selector. A feature previously exclusive to works forks, Suzuki riders now have the ability to add or remove preload with the twist of a wrench. This single feature alone greatly increases the trackside tunability of front suspension.

As we know from setting sag on a shock, spring preload can make a dramatic difference in how a bike handles. You now have the similar control over the front end, which means you can quickly optimize a setting for very different track conditions. For example, you may wish to remove some preload when moving from a sand track to hardpack, or add a bit of spring to compensate for a bike that will weigh 25lbs more in the closing stages of a mud race. A very nice feature to have!

Obviously, the fork was the largest com-



ponent to be replaced however the changes didn't stop there. The seat and shroud junction was smoothed out, plus the addition of a black rear fender with new graphics completed the appearance changes. The muffler internals are all new having been redesigned to broaden low to mid rpm power without sacrificing anything off the top. The muffler end cap is now fastened with regular bolts so the average person doesn't have to buy a rivet gun to change the packing.

A number of parts, including the fuel pump, are now being made from different materials to reduce weight and to add durability. Under the seat is a new larger and reshaped airboot leading to the throttle body. The back of the airbox is now made of a mixed carbon fiber material designed to reduce intake noise. Dust covers were added to the rear wheel bearings and steering head to help keep more grit out. The rear shock saw minor revisions in order to work with the new fork, as did the triple clamps. Larger diameter recessed bolts tie the shock, linkage and frame together for added durability.

Moving to the engine, the major focus was

really on making the power broader and more rideable for everyone. The number of new parts created to achieve this is really quite impressive at somewhere around 30. Starting at the top of the engine, a brand new intake cam was the first step in the smoothing department. The underside of the piston was reshaped to be stronger yet they were able to remove enough material to make it 13% lighter. The wrist pin received a friction reducing DLC coating, which should increase the durability, and coupled with the lighter piston and connecting rod should allow for a quicker revving motor.

The output at the magneto was boosted 8% to beef up the spark, which does help combustion performance but more importantly makes the bike easier to start. Joined to the ignition system is a faster more capable processor in the ECM, which also features a built in, resettable engine hour meter and self diagnostics mode. Reading the data can be done at the dealer or at home if you buy the optional FI indicator light. The light easily plugs into the same port as the EFI couplers and will help with troubleshooting

should the need arise. Of course the final touch in the power smoothing and easier starting initiative was a new software setting.

Down below, the focus was on smooth shifting. Second through fifth gears have all been totally redesigned with three dog gears instead of four to make gear changes effortless yet retain a positive feel. The final touch on the transmission was to bolt the countershaft sprocket on which did away with the C-clip retainer of years past.

This long list of changes shows how serious Suzuki is about delivering a race winning machine and listening to their customers. It's also worth noting that RMZs feature some really nice to have items you usually have to add on after the fact such as a gripper seat cover, durable Excel brand rims and Renthal Fatbars.

Listening intently for an hour about all the things engineers did to make a good bike better really makes you want to run out and ride one to see if it all came together as planned. Unfortunately, that would have to wait until 10:00am the next day.

Going in we knew tight clay Supercross tracks of SoCal and loamy outdoor Motocross tracks of Ontario don't have a lot in common so there was a small concern how well the improvements in the new RMZ would show up"



DAY TWO

Before we get into the riding, it should be noted before California we spent a few days on Ontario tracks beating up on a stock 2012 RMZ450 to have a fresh impression of what the current model was all about. In stock trim, the 2012 is an impressive motorcycle that obviously carries the race winning development from the days of Carmichael, Reed and Dungey. That said, the bike had a few quirks, which on paper looked to be addressed on the new model. It was time to find out.

Going in we knew tight clay Supercross tracks of SoCal and loamy outdoor Motocross tracks of Ontario don't have a lot in common so there was a small concern how well the improvements in the new RMZ would show up. As it turned out, the important things were clearly evident.

Right away the new bike started on the second kick, which started things off on the right foot. Sometimes the 2012 can take a few extra kicks to light but the '13 wasn't so cagey. Most EFI bikes are usually a two kick affair; the first energizes the system and the second lights the fire. Hot or cold the new bike is up to snuff.

On the track one immediately noticed the

improved shift—didn't notice there was an issue. Gone is the notchy feel, plus the transmission gives a sense of confidence as it eases from gear to gear. You no longer wonder if you're in for a false neutral or do you feel the need to be aggressive with the shifter. After a lap of shifting, it never drew a second thought all day, which is just how you want it.

Next up on the improvement list would be the forks. The previous version had a pretty decent stock setting but the new forks are very progressive. Purposely over-jumping to flat and plowing into jump faces, the SFFs would only bottom softly even though they were sprung for a lighter rider.

In the engine department, Suzuki engineers made a point of having us all blind test the different EFI settings. I have to say the difference is dramatic. Changing couplers to meet track conditions will net you an advantage. Most riders would be surprised to find themselves with better lap times on the lower settings. With the rich coupler installed there is no shortage of grunt anywhere in the rpm range. The lean coupler was more 250F-like requiring a better run at things.

ing or rather was an issue.

In the standard setting, judging the other improvements Suzuki made to broaden the power as compared to the 2012 were somewhat difficult to gauge accurately on this track. In fairness to the motor and forks, it would be best to spend some time on the 2013 riding outdoor tracks we know well. Obviously there were no glaring problems to report and further testing will likely have the clickers being moved to a point of contentment.

In closing, the bike is very impressive literally right out of the box, which is exactly how it was ridden. By updating the RMZ with the latest in front fork technology then carefully polishing the rough edges, it appears Suzuki met their goal of offering a much more user friendly bike to the masses. Even with the limited time spent on the new bike, I can say with confidence the small things I wasn't fond of on the 2012 have all been addressed. If you're in the market for a new 450, this is a bike you should really consider.

Special thanks to Tylor Donnelly of Suzuki Canada, American Suzuki Motors and Yoshimura for a very warm reception and a most memorable experience. **MXR**



Above: The RM comes with a mild and aggressive coupler that makes changing the mapping of the motor very easy.

Right: The Suzuki crew treated us all like we were factory racers. They had their complete factory rig set up and a mechanic by our side.



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P

BY BRIAN KOSTER

PHOTOS BY MARIN AND SCOTT

Professional motocross is rated by the Guinness Book of World Records as the world's toughest non contact sport. For years, World Cup soccer held that honour but upon further evaluation by the powers that be, motocross is now bestowed the honour, which it has long deserved. Soccer does take a tremendous amount of cardiovascular effort but there are whistles and rest breaks for the players. They can even grab a quick drink of water during the game. As we know in motocross there are no whistles, breaks or rest stops. It is game on from start to finish. I still think both sports being deemed non contact is a bit of an oxymoron especially in motocross where we know contact between riders is common place. What about when the rider inevitably hits the ground? I guess swapping, getting pitched and body slammed into the ground at high speed is not contact enough for the fine folks at Guinness.

So what made motocross eclipse soccer as the world's toughest non contact sport? From what I gather, it is the result of various athletes being subjected to rigorous V02 Max stress testing. Usually this is done on an inclining treadmill with the athlete wired up to many sensors and measuring devices undergoing the exact same testing as the other athletes in the experiment or study group. V02 Max testing measures the maximum capacity of an individual's body to transport and use oxygen during physical exercise, which in turn reflects the level of physical fitness of an individual. In the latest study, the motocross athletes not only beat all comers, they literally dwarfed the

competition by unheard of margins. To the amazement of the testing staff, they were able to endure more physical pain and duress, plus had more stamina and endurance than any other soccer athlete tested, hence the new rating awarded to motocross.

So what makes the motocrosser such a superior, athletic specimen? I suppose it's the strength and

stamina required to compete at the upper echelon of the sport. For these elite racers, it goes far beyond racing just being a job. It becomes a lifestyle and a somewhat regimented one at that. There are genetic factors at play here as far as V02 capacity goes but the motocross athlete has proven to be mentally stronger and has the ability to push through more pain than just about any other athlete tested. Of course there is a lot of fun associated with the sport but the dedication it requires to excel and stay at the top of the game is tremendous.

Motocross takes a lot of training and preparation, but it also requires a recovery plan after a hard race or after an injury. Most riders hit the gym in the off season to toughen and strengthen their bodies to make themselves more resilient to injury. As the race season nears, they tend to taper off the use of weights a little. A lot of riders still stick to the saying that there is no training like riding the motorcycle. I tend to agree but at the top level it means investing time in the gym or with a personal trainer and an appropriate weight training program. Some riders like to run to reach their cardio needs. That is all well and good, but most racers have had several ankle and knee injuries over the span of their careers so running is no longer a viable option. There is one training tool that almost every single pro rider will agree on and that's the use of a very old invention...the bicycle.

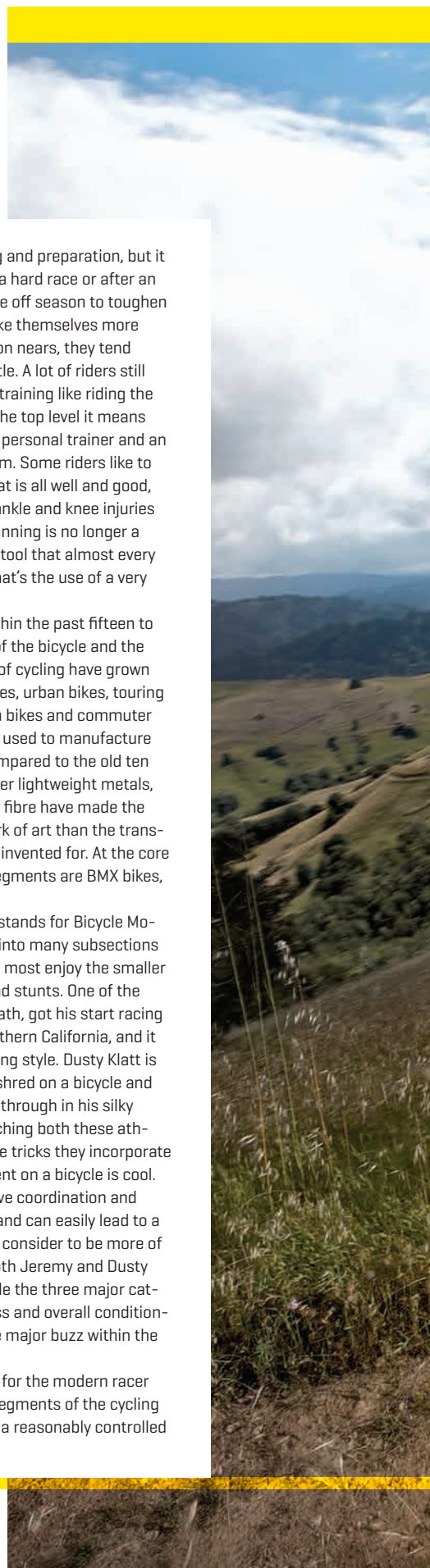
Cycling has come a long way within the past fifteen to twenty years. The specialized use of the bicycle and the breakdown of different categories of cycling have grown exponentially. There are cruiser bikes, urban bikes, touring bikes, mixed terrain bikes, triathlon bikes and commuter bikes to name a few. The materials used to manufacture a bike today differ greatly when compared to the old ten speed bikes from days of yore. Super lightweight metals, alloys and the liberal use of carbon fibre have made the modern day bicycle more like a work of art than the transportation tool that it was originally invented for. At the core and root of all these new cycling segments are BMX bikes, mountain bikes and road bikes.

Of course everyone knows BMX stands for Bicycle Motocross but it can be broken down into many subsections as well. Some people race BMX but most enjoy the smaller bike for doing dirt jumps, ramps and stunts. One of the top riders of all time, Jeremy McGrath, got his start racing the competitive BMX circuit of Southern California, and it showed in his smooth and fluid riding style. Dusty Klatt is also a world class BMXer who can shred on a bicycle and whose bicycle prowess also shows through in his silky smooth riding style. I just love watching both these athletes ride a dirt bike. To see the little tricks they incorporate into their riding from the hours spent on a bicycle is cool.

While BMX is fun and can improve coordination and skills for MX, it is not without peril and can easily lead to a few bumps and bruises. It is what I consider to be more of an off season endeavour. I know both Jeremy and Dusty are into bicycles of all types and ride the three major categories of cycling to improve fitness and overall conditioning, but it is road cycling that is the major buzz within the world of pro riders today.

Road cycling has many benefits for the modern racer and is one of the fastest growing segments of the cycling industry. It's a great way to train in a reasonably controlled

"MOTOCROSS TAKES A LOT OF TRAINING AND PREPARATION, BUT IT ALSO REQUIRES A RECOVERY PLAN AFTER A HARD RACE OR AFTER AN INJURY."



FINDING THE FUN IN TRAINING



*MOUNTAIN BIKING
CAN TAKE YOU TO
SOME AMAZING
SCENERY.*

environment where you can easily track your fitness and gauge your improvements. There is some really cool software available at very reasonable prices to lay out a route and track the time of your rides. Some routes are well known to riders. Large groups of cyclists compete on the same route to determine who is the fastest of the bunch. These times are posted on the internet for all to see; some riders take it very seriously. Believe me, the competition is stiff but the bragging rights are huge! This is a great way to gauge yourself with others, turn every ride into a mini competition and achieve your personal best time. Of course you can also use an old fashioned wrist watch and set out a course and time yourself to keep track of improvements if desired. The road bicycle is great for building lung capacity, leg strength, stamina and overall toughness. As in any type of training, the intensity of the workout is what pays the maximum dividends. It's not so much the mileage you put in as the height of intensity you are able to achieve and withstand on the bicycle. Of course this type of super intensity is usually during the off season when preparing for a long season of racing, building the necessary muscle and the mental confidence of knowing you are in top physical shape. Almost every top rider trains on a road bike, period.

Right: As you can see moto skills definitely help when mountain biking.

Bottom Left: Richard Grey warming up to do battle while Team Manager Iain Hayden provides the motivation.

Bottom Right: Night riding in the woods adds an element of danger.



Dylan Kaelin

It's no surprise to most that top motocross athletes use cycling for cross training. It may be a surprise how diverse cycling training can be. It might be one broad sport but there are several different types of cycling. For instance, you have track racing, time trials, day races and of course tour races.

Cycling for me has changed everything about the way I train and prepare for my racing. There is so much more to training than going as hard as you can for as long as possible! Day in and day out during our season, we are constantly riding moto after moto. To be able to reach a level of fitness needed for racing, there is more to it than having your heart rate at its max BPM every time you work out.

There are a few great ways to improve your overall cardio and leg strength with cycling. If you are looking to work on the cardio side of things, pedaling in a higher cadence (lower gear) will cause you to spin faster thus increasing your heart rate but not burning out your legs. Most of the time one hour rides should be the max for a high zoned ride.

Tyler Medaglia

For me cycling is a huge part of my life. From the first day I rode a bicycle I knew I found a lifelong hobby. My friends and I would tear them apart, put mix matched wheel sizes on different bikes, painted them,





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raced them and it literally has not stopped. In 2006, I started road cycling for training and entered in local time trials, got my ass handed to me which sparked my interest to put in more effort, then turned it into more of an obsession. Since then I have adopted Cyclocross and cross country mountain bike racing into the mix. It teaches you how to suffer and where your thresholds are to push it to the absolute limit. I know that since 2010 I have done at least 3000km a year not including MTB or CX. If you find the fun parts about it, it's very easy to get motivated to ride. The plus side is that along the way it helps for motocross racers. Cyclocross is the cat's ass. It's like moto racing only on road bikes with knobby tires. You do 45 minutes plus a lap races. They take place in the fall so if you enter a series your MX season is most likely over. It's not just about how good your endurance or legs are, you have to have bike handling skills and you can ride the bike on the road during the spring/summer. All you have to do is switch tires. For the most part you can go online to see your times and results. It's a good way to improve your endurance, have something else to train for, keep your mind race sharp and have fun in what normally seems to be the boring time of year. Cycling brings friends together, challenges you, keeps you fit, and is a good substitute for being inside. It is and always will be a big part of my life.

On the flip side, you can spin in a much lower cadence (high gear) causing you to pedal much slower. This will burn your legs out faster than you could ever imagine. If you pace yourself appropriately, lower zoned riders can go from 2-3+ hours.

At the end of the day it's a great way to get outside and do some competitive training with some fellow cycle enthusiasts that will improve your lifestyle and your lap times on the track!



During the race season, road cycling can have many other beneficial uses as well. One not so obvious is the use of road bikes on stationary trainers prior to racing. These days pretty much every team has bikes and trainers set up for athletes to get their heart rate up and blood flowing minutes before heading to the starting

gate. This rationale is pure science and derived from laboratory testing of advanced athletes who showed the benefits of light warm up exercise prior to high intensity activity such as motocross racing. With all the time, money and preparation that go into racing, the teams don't want to risk leaving any advantage on the table. All winning teams invest in training bikes specifically for this purpose.

Ask any rider, one of the best rides is the Monday peddle after a gruelling Sunday race when the muscles are a little stiff and sore. The peddling works the lactic acid out of the sore muscles and brings nourishing blood in to help improve healing and recovery rates. This ride usually varies in length and intensity, and is a very individual thing depending on a number of factors. Combine riding the dirt bike with a couple of bicycle rides during the week and you are sure to see your stamina and results improve. During the season you can alternate the duration and intensity of your bike rides to reflect your fitness goals and general well being. Another bonus of road cycling, depending on where you are, is the scenery and joy of being out in the open air. It's a good time to reflect, not just on racing but on the many facets of life. It's a healthy way to feeling great. In most cases you feel very invigorated and super good at the end of the rides! Another bonus of cycling is the need to eat right and hydrate properly at all times. If you want to excel at cycling (and in my estimation anything) nutrition is the key. The simple bicycle has opened many new doors to the budding cyclist. I know a few guys who have completely revamped their lifestyle and have become one hundred percent conscious and aware of the importance of diet in relationship to athletic performance upon embracing cycling. I am truly proud to see the transformation of these individuals and it excites me to witness the enthusiasm and overall health benefits created from the love of bicycle riding!

Mountain biking is probably the best thing to ever happen to cycling. The stir and boom it created within the industry is huge. Derived from modified old ten speeds, the birth of the sport has its origins in the sunny hills of Marin County, California. Funny enough, it is Marin Bikes that are a sponsor of the Monster Energy Motocross Nationals, Factory KTM and OTSFF Yamaha teams. While Marin Bikes California is a full line bicycle company that produces close to ninety different models of bikes, they are probably most famous for being at the forefront of the whole mountain bike movement and producing award winning mountain



Top: Road cycling is the latest craze for Pro motocrossers.

Bottom: Speed thrills: Mountain Biking is great cross training for motocross too.

bikes. While a lot of the brand's notoriety derives from off-roading, they are also at the cutting edge of road cycling technology as well. The carbon fibre road frames they produce are masterpieces of quality and workmanship, and are made using painstaking technology to optimize strength and weight as well as overall ride quality. Some brands use cheaper, less effective methods to create their carbon fibre frames so remember that not all carbon bikes are created equally. That said, the Marin line of bikes is definitely worth checking out!

Mountain biking also has a great deal of subsections. While the initial craze was many years ago, the sport still thrives to this day. You have Downhill, All Mountain, Free Ride, Cross Country, Slalom and Jump bikes to choose from. Cross Country is the most logical choice for motocross athletes as it is based on a wide variety of terrain including tight single track, rocks, roots, downhills and climbs. This type of riding is my personal favourite that requires sharp concentration and bursts of high intensity to tackle the many obstacles and climbs throughout the forest. Unlike road riding where it's high mileage with high speed and a lot of time to think and reflect, mountain biking is more about timing and split second decisions. It's hard work. With all the technical obstacles, there is more of a



chance to crash than out on the open road. Some team managers that worry about their rider's injuries insist road cycling is okay but maintain mountain biking is not. There have been a few documented cases where a rider in the hunt for a championship has been injured mountain biking so now team managers keep that in mind when establishing rider policy. The thing is, the injuries are usually way less frequent or severe on a bicycle than a dirt bike, but guys have been known to break a wrist or ankle here and there. As mentioned, it's a rare occurrence. One thing I really like about cycling is being in a group of riders with similar abilities, pushing and encouraging each other to excel. I'm in a group of about ten guys and it's amazing the camaraderie that occurs from riding a bicycle! Another benefit I really enjoy with mountain biking is the opportunity to be out in the woods surrounded by nature. It's not uncommon here in Southwestern Ontario to see a wide variety of wildlife when out riding. Hammering a fast flowing trail provides an adrenaline rush similar to dirt biking while getting a cardiovascular workout and the blood flowing through the entire body. It's very healing after a hard race to get out on the bike and peddle the aches and pains away!

With the advent of high tech cycling gear, it is not uncommon to see riders

RIDING IS FUN FOR THE WHOLE FAMILY.

peddling comfortably throughout the winter months, both on road and on trails. There are studded winter tires and wrap around chains available for the more extreme snowy and icy conditions; both offer amazing grip. Night riding is also very popular. There are now lights available that have very bright illumination yet require only a compact, super lightweight battery. The fun factor of mountain bike riding at night is hard to describe. It is a bit more difficult without the added visibility of the sun, but the lights work well and make for some epic fall and winter rides. Just like in racing, preparation is crucial for winter and night riding. It is always a good idea to carry a spare inner tube and air pump, or at the very least a patch kit and pump. A bike-specific multi-tool can never hurt. Energy bars and electrolyte gel packs are a must too for cases of cramping or fatigue, which should go along with lots of water. A hydration pack is a good idea so you can get a drink on the fly. You can also pack lots of stuff in there too. For road cycling, you can get these trick, tiny little seat bags that hold a tube,

some power bars and a cool compact CO2 cartridge in lieu of an air pump. This set up also works for mountain biking if you don't like the idea of a hydration pack. A cellular phone is also a good idea and worth bringing along in case of any unforeseen circumstances.

Cycling can be a very special endeavour. Group rides offer not only competition but lots of camaraderie as well. A nice thing for me is the lack of engine noise when riding. You can actually chat with your buddies between intense sections and climbs, and share a laugh or two that helps pass the time. There is a new saying and it goes like this: "Road Cycling is the new Golf". I guess it can be with the social interaction but it is also a heck of a lot better for you physically than golfing. I know because I have done both. After golf I usually have a hangover but after cycling I feel great, plus I have a sense of accomplishment and well being. It's an exhausted yet exhilarating feeling. You just want to get some good food to refuel the body, chill out and plan the next ride! It is as easy as riding a bike! **MXE**



Women's Rebirth

~ BY BRETT LEE ~
PHOTOS BY MXP STAFF



Top: Huge growth in women's racing in 2012, especially at the western rounds as shown here at Calgary. Nearly a full gate of women racers.

Bottom: Clody Lapointe was a huge help to make the ladies in the east feel extra special with amazing prizes.

Despite the fact the women standing upon the podium at Canadian rounds in 2011 were among the most personable, dedicated athletes in our sport, the Women's Nationals seemed to be in dark times. Lack of interest from sponsors and racers themselves seemed to be the apathy that would lay the series to rest.

"For me it all started when we heard that the women's series was getting cut from the national program last year," said one of the catalysts of change, Camille Baker. Baker is a racer that has travelled the series for quite some time. Her sensible approach has been respected not only amongst riders but the industry too, and she has been a leader in the motocross community for years. "Denaye [Giroux] and I talked quite a bit before the season and started to come up with ideas to try to make a series that would cater to the girls, improve attendance and the level of competition." Racers taking action isn't something new to any sport. The NHL is locked in a bitter labour struggle of players against the owners. Athletes often ban together to create change for their benefit, and ultimately their sport. This act was different; it was completely an unselfish act. It wasn't about money or personal gain. It was for the sport; building it and ensuring the national series' existence.

"I saw the first proposals from Denaye. This wasn't about a series for her or to help her. This was genuine. It was about betterment of the sport. It was keyed on helping everyone, bringing in competition, making the sport better," said Brett Lee who worked with the Monster Energy Motocross Nationals. "Mark Stallybrass always supported the women. He had talked

to some of the ladies and I knew he was open to new ideas even though it was originally discussed the women's national series would end in 2012. However, the ladies showed they wanted this. How could anyone say no?"

Change is the breath of fresh air that all things need to grow and the women's series was no different. The biggest change was the movement of the program from the Sunday to the Saturday, or more accurately off the Pro Day. It wasn't without controversy. "Camille called me with the idea of having the women run on the Saturday Amateur Day. We both thought it would be a good idea," said Denaye Giroux. Giroux had been traveling the country with the SMX Yamalube Yamaha team. She was one of the few women with good support but she had earned it. Over the years, Giroux was the model of fitness and determination at any level in any genre, and was the class of the field in Canadian motocross the previous few seasons, winning the 2011 Western Women's Nationals and the Walton TransCan Grand National Championships. "We both knew that we had to get a good group of girls to attend these rounds to prove a point and show that the women should still have a series."

"We tried to look at all the positive aspects of having the women ride on the amateur day and brought it forward to the ladies on a Facebook page to see what they thought," echoed Camille. "There were definitely differences of opinion, which led to some pretty heated conversations. All in all it did bring a lot of attention to the topic, which is what we were hoping for! "However, even in the weeks leading up to the first event, the pressure was beginning to mount and many people questioned the move off of the

National Day. "We wanted to make sure that the Women would be the spotlight of the day or this wouldn't work at all. Everyone kept coming back to the point out we weren't on Pro day and didn't see how we would now be the show," said Denaye. "We asked to have our motos at specific times during the day, to make it easier for fans and to be more professional. We wanted hot laps, and still wanted to have the podium after the second moto. It was important to keep a National feel as it does on men's day."

The series was without any sponsors to back it up but momentum was building through the social media outlets. People across Canada were aware of what was happening. "Camille knew a few people out west to approach for sponsorship, and from working at the Schraeder Yamaha I have gotten to know a lot of the people in the industry so I had started asking around to see if anyone would be interested in helping out the women's series. We [Amy Aspell, Camille and I] had actually put together a sponsorship package to send out to anyone we thought would be interested."

"We decided that all the women should be rewarded with something, so after we got the prizes and sponsorship money, it was more than enough to spread out to everyone. We had cash rewards for the top women at each round, a series purse, holeshot money, a "Small Wheel Award", "Hard Charger Award", a Scott Road bike to give away, and enough prizes to be drawn at the end of each round for all of the women signed up for each event. We still needed the press at each round so we talked to the media guys and all were more than happy to help promote us. Everyone from DirectMotocross, MXP, and Myrna Hansen really did a great job!"



When we all arrived in Kamloops it had become obvious the effort these riders had put into the series was apparent. "I didn't know how it was going to go," said Brett. "I did know that everyone wanted to see it succeed. Everyone felt the energy from these ladies and wanted to do whatever we could to help it succeed." Almost 30 racers pulled their bikes into staging for round one. "It was awesome to see that many riders and to see people excited about what was happening," said Denaye. "The media guys were all there for just us and covering it. The industry guys were there and the show really became about the ladies. That made it special for everyone. That made it work."

The excitement spilled over to Calgary and round two. "Everyone was excited with how the first round went and we all just wanted to keep it moving," said Denaye. All the media was showing up for the start of the motos and Pro riders were beginning to take notice. The big surprise for me was the turnaround of respect everyone had for us. Most of the Pros came out to watch our race on the Saturday; definitely intimidating, but pretty awesome! Marc Travers and Brian Koster were talking to girls; it felt more like a National than it had ever felt."

Edmonton would be the final and real validation for the ladies who had worked to put the series together. There was a full gate of girls at each round, and Edmonton was no exception. By the series end, everyone was working to make this series better. Andy White, KTM Race Manager, was in staging talking to girls, Pro riders were down watching motos, Mark Stallybrass did the 30 second board, and Paul Kingsley and the National staff were out running flags. This wasn't something they had to do it was something they wanted to do. It was a proud point for Giroux "From almost not having a series at all to a total change around for Women's Motocross, the support of the industry and media, it was very rewarding to be a part of something like this."

But the driving forces of the western series were now done and headed home to their jobs and families. At the eastern nationals, it was still uncertain of what was to come. "I will say I was really nervous for the east," said Lee. "The ladies in the west, all of them, had taken such ownership of the series. They were leaders, the voices until this point and I didn't know who would take this on."

When Gopher Dunes came, a new face stepped forward for the women racers - Claudi Lapointe. "I had been watching what was happening in the west on Facebook," said Lapointe. A rider herself, Claudi was injured and unable to race the series. "I saw the stuff they did and the exposure they had received. I knew some people and decided to get some sponsors myself." Lapointe had no financial stake in

this, and no benefit for herself other than she wanted the spirit and excitement that had developed in the west to continue in the east. "I saw on the internet what Denaye and the other girls had done out west and I just wanted it to keep going for girls in our sport."

When the ladies pulled to the line for the first round of the Eastern Canadian Women's Nationals the ripple of excitement created in the west had spilled east. A full gate of women moved to the line along with many of their Pro men supporters. A reeling of excitement spread through the pits as women's motocross, like what had happened in Kamloops, took center stage for round one of the series. Tyler Medaglia and Colton Facciotti had battled each other for years, including the day before on the very same track. "Today was really cool," said Medaglia. "I am excited not only for Heidi but all the girls. There were a lot of riders today. They were really serious down at the line and this series needed women to support it. It is good to see them taking it upon themselves to making it better."

Facciotti stood by his wife on the line. He stood back and smiled "This is for real," he said to one of the men prepping the gate. The Gopher Dunes staff worked around the track as intensely as they had the day before for the

men, Announcers were building hype and fans moved to the top of the hills for good viewing. The line buzzed for the drop of the first moto in the new series.

"I was impressed with today," said Colton. "The women were intense. The racing was really good with some surprise finishes. The day was really great and those trophies were awesome. I wish we got something like that!"

Facciotti was referring to the customized snowboards Lapointe had acquired from sponsors Duroy KTM, Kutvek America and DNA Agency. "The ladies don't have a big purse, and it was just something cool they could take with them. I am really happy everyone liked them like they did, and I'm very thankful to the sponsors. Along with the trophy sponsors, Moto PRMX Distribution TM, LussierLafleur.com, and the Langelier Racing Team put together special holeshot awards and achievement awards like what was done in the west."

"You know, this was better than I expected," said Champion Heidi Cooke. Cooke has become a Canadian legend, which was backed up by all her competition wanting to pose for photos with her after each race. "I think the Saturday works well because the promoters took the time to make it the big show on the support



day. A lot of the industry was supportive with comments. Just being trackside with some many new, fast girls racing and people like Clody working to get the prizes and trophies made this year one of the best. "

It was one of the best. The Eastern and Western rounds both experienced record attendance. Women became the story and a brand, and Amateur Day became Women's National Day.

"I didn't know how it was going to go until after that first round," said Mark Stallybrass. "It was a new idea for the women, there wasn't a lot of support, but there was also nothing to lose for anyone. "I have always wanted this series to work since the very beginning when girls like Jolene Van Vugt, Marlie Procnavy, and Jess Foster were calling me to get this off the ground. I have liked the idea of women having a prestigious series to chase. This year was special; something I'm not sure men would have done in the same situation. They showed they were not only great racers but ambassadors and leaders in our sport. There is a lot to be learned from the ladies in both series this year. If you want something bad enough, if you have true passion, you can make it happen and make it great."

Top Left: Camille Baker and Denaye Giroux are the main reasons there was even a series this year.

Bottom Left: The podium at Gopher Dunes saw snowboards awarded to the top riders. The ladies got treated like royalty thanks to Clody Lapointe and her supporters.

Below: Hailey Larson took the CMRC Women's Western Championship.



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Pant

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Sizes Avail: 28"-38"



Alias A1 SERIES-RED/WHITE

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Sizes Avail: SM-2X

Pant

Canadian MSRP-\$139.95
Style #: 2001-300
Sizes Avail: 28"-40"



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Answer always makes sure you have a great looking kit. The fit is perfect and always very comfortable. One of the new models this year is the Skullcandy. This kit is available in red or blue. The blue one is also available in junior.

MSRP: \$49.99

- Multiple performance fabrics provide moisture wicking properties
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- Size: small to XX-Large

Answer Skullcandy

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- Stretch panels create freedom of movement
- Genuine leather knees resist burning
- Size: 28 to 38



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Fly Racing

Evolution

Jerseys MSRP - \$59.99
Pants MSRP - \$189.95

The Evolution line is proof that not all racewear is the same. Our designers pushed past the boundaries of racewear technology, fit, and finish to once again create a revolutionary design. Evolution represents the next level in innovative performance racewear.



Fly Racing

Lite-Hydrogen Jersey

Jerseys MSRP - \$49.99
Pants MSRP - \$169.95

Designed by pro racers Trey Canard and Andrew Short, this new line of racewear is exactly what our pros asked for - true lightweight, non restrictive, minimalist racewear. Lite gear eliminates non-essential features and replaces them with high end, breathable elastic woven fabrics breaking new ground in MX race pants.

True Professional Level Gear - created with the direction of Andrew Short and Trey Canard, this jersey is the result of making exactly what the pros have been asking for.

Fly Racing

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Jerseys MSRP - \$39.99
Pants MSRP - \$139.95

- Multi-panel Construction - for maximum performance and comfortable fit
- Comfort-Stretch Collar - constructed of thermoplastic rubber, Lycra® and stretch-rib materials for increased function and great fit
- Shorty Cuffs with Elastic Sleeves - reduces unwanted arm pump
- Mesh Ventilation Panels - integrated into the jersey in key areas to help dissipate unwanted heat
- Tagless Printed Collar - for added comfort
- Sublimated Graphics - allow for the highest quality in powerful, detailed graphics
- Extended Tail - helps keep jersey tucked into pants





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Pant MSRP - \$169.95

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- The colour blocking and asymmetrical graphics give the FALLOUT an aggressive and distinct personality.
- Moisture wicking polyester main body fabric.
- micro-mesh back panel for enhanced air flow.
- Articulated elbow construction.
- Athletic precision fit collar and cuff.
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Pant MSRP - \$169.95

Available in Red, Blue, Orange, Green

Forward design, clean details and traditional race inspired Fox graphics give FLIGHT an amazing presence on the track.



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360 Honda Kit:

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Pant MSRP - \$179.95

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Shift

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- Technical polyester and mesh fabrics throughout provide both moisture wicking and ventilation for the ultimate in performance.
- Multi-panel construction increases ride position articulation
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- Jersey MSRP - \$44.95
- Pant MSRP - \$129.95
- Available in Black Camo, Green, Red, Red/Black

Shift

Faction SkyLab kit

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Pant MSRP - \$169.95

Available in Red/white, black/white, day glo orange, blue

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- Multi-panel construction increases ride position articulation
- Full mesh back panel for maximum ventilation





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- Fade free sublimation print graphics for extended jersey life
- Generous fit for unrestricted mobility
- Durable seam surged construction



FXR

Pant

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Sizes: 24-38

(not all sizes in all colours)

- Lightweight, high performance, moisture wicking polyester for maximum airflow
- Fade free sublimation print graphics for extended jersey life
- Generous fit for unrestricted mobility
- Durable seam surged construction



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- Panels under the arms for improved air circulation. Sublimated, non-fading, all-over printing technique. Padded panels on the elbows, Extended back, Elastic seams with safety stitching. Redesigned sleeve for greater freedom of movement. 100% polyester microfibre.
- MX pants with an ergonomically preformed fit. Reinforced seat area in 1000D Cordura nylon. Highest quality finish.
- Movable, newly developed knee with elastic insert for a better fit. Heat- and wear-resistant leather knee panels with TPR inserts.
- Quattro-Stretch Spandex on the calf, knee and crotch for maximum comfort.
- Air-Mesh and TPR waist area.

KINI-RB

COMPETITION JACKET

Jacket MSRP - \$229.95

- High-quality off-road jacket with removable sleeves.
- Cargo pocket for stowing the sleeves on the back.
- Sleeve pocket with zip fastener and vent holes on the back.

Baggy Pant

Pant MSRP - \$209.95

- Wide cut construction baggy pant in a nylon main body construction with 1000D seat panel,
- 1680D ballistic left knee panel and reinforced heat resistant Kevlar right knee protection.
- Over the boot lower leg design with side zipped closure.



KINI-RB

REVOLUTION

Shirt MSRP - \$69.95

Pant MSRP - \$209.95

- Raglan-style MX shirt with mesh.
- Panels under the arms for improved air circulation.
- Sublimated, non-fading, all-over printing technique. Padded panels on the elbows,
- MX pants with an ergonomically preformed fit.
- Reinforced seat area in 1000D Cordura nylon.
- Highest quality finish.
- Movable, newly developed knee with elastic insert for a better fit.
- Elastic, open ankle cuffs.
- Reinforced seams in all critical areas.






oneindustries.com
distributed in Canada
by Motovan.com

One Industries

Carbon Cypher

The colours are available in black/red

Jersey \$49.99:

- The carbon kit hits the track armed with top level performance at an entry level price.



msrmx.com
distributed in Canada
by Motovan.com

MSR

NXT Pulse

NXT Jersey \$59.99:

NXT Pant \$179.99:

Every year MSR launches new motocross clothing kits. This year they gave us the NXT Pulse. With the modern design and the great colour mix, the NXT Pulse is one of the popular MSR kits. It is available in red/orange.





SCOTT

micasport.com

Scott

SCOTT 450 Jersey

MSRP: \$69.95

The 450 Jersey is highly ventilated and features padded elbows for abrasion protection without losing mobility. From the collar to the cuffs, this jersey was designed with riding in mind, resulting in a super-light, super-comfortable and highly stylized jersey. Years of product testing results in performance you can count on.



Scott

SCOTT 450 Pant

MSRP: \$189.95

The 450 Pant has an all-new fit that is light and extremely breathable. The pant features premium leather knee reinforcement and is specially shaped for an aggressive riding stance. Other features like a 1/2 length inner mesh liner, adjustable Velcro waist tabs and improved airflow make the 450 Pant the most comfortable pant you'll ever ride in.



Scott

SCOTT350 Jersey

MSRP: \$54.95

The 350 Jersey is light, comfortable, and highly breathable to keep you cool on the bike.

- Fabric Composition
- 100% Polyester
- New sublimated graphics
- Dual layer V-neck collar
- Raglan sleeve with padded elbow
- Lycra cuff for a snug fit



Scott

SCOTT 350 Pant

MSRP - \$154.95

The 350 Pant combines tough construction with stretch and vent panels for comfort no matter how intense the race gets. It features leather inner knees for added durability as well as ribbed spandex in the knees to accommodate knee braces.

- Fabric Composition
- 600D Nylon
- Spandex
- 2/3 mesh liner
- Leather inner knees
- Nylon outer knees
- New design with high end fabrics
- Articulated pre bent fit in rider attack position
- Ribbed spandex upper knee
- Leather inner knees for durability
- Natural lower leg cuff
- Inner liner 1/2 mesh featuring back yoke lycra stretch
- Ultra-light TPRs
- Micro adjustable ratchet closure





partscanada.com

Thor

Flux Circuit Kit:

2 colourways : Red & Cyan

Jersey Sizing: SM, MD, LG, XL, XXL

Jersey MSRP: \$56.95

Pants MSRP: \$169.95

- Moisture wicking chassis construction with padded elbows
- Fully vented sleeves and insert chest panel for increased airflow
- No-bind collar features multiple stretch panels for a perfect fit
- Silicone tail print keeps the jersey from rising when tucked into pants
- Stretch-rib cuff gussets for perfect fit at wrists



Thor

Phase Volcom Kit

Jersey: S, M, L, XL, XXL, XXXL

Jersey MSRP: \$39.95

Pants MSRP: \$109.95

Shaped knit cuffs and collar for less restriction
100% polyester moisture wicking micro-mesh construction

Raglan style sleeves for a no-bind fit
Sublimated no-fade graphics



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Troy Lee Designs

SE PRO Jersey

MSRP: \$74.95

The SE Pro Jersey is constructed using the most technologically advanced materials in performance athletics. Perforated flat-back polyester combined with micro-mesh side panels and sleeves gives you the ultimate combination of durability, ventilation, and style. The state of the art material provides an extraordinary balance between lightweight feel and bulletproof strength. Using tiny mesh vents, this fabric allows air to reach and cool your core. By helping you stay fresh longer, the SE Pro Jersey is essential to getting the most out of your moto.



Troy Lee Designs

GP Jersey

MSRP: \$49.95

Purposely designed to match many of our race pants, the highly versatile GP Jersey is a perfect choice for all types of riding and racing conditions. The GP Jersey incorporates the clean lines, style and functionality that is Troy Lee Designs. With it's 100% flat-back polyester construction, the highly comfortable GP Jersey comes in sizes to fit most everyone

Troy Lee Designs

SE PRO Race Pants

MSRP: \$229.95

SE Pro Race Pants are the embodiment of the very best research, development and ingenuity that Troy Lee Designs has to offer. With an unprecedented ability to fine-tune the perfect fit, the SE Pro pant is designed to follow your form, no matter how your body moves.



Troy Lee Designs

GP Pant

MSRP: \$129.95

The most versatile pant in our entire lineup. Whether it be motocross, BMX or mountain bike racing, the super-durable and dynamic GP Pant works with the human body to emphasize comfort while maximizing a full range of motion. All in one, and everything you need when the time comes to twist the throttle or push the pedals.

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ATLAS

www.atlasbrace.com

ATLAS CARBON

New for 2013, the Atlas Carbon is our feather weight crown jewel. To create a weightless product this elegant we really had to push the limits of innovation. Completely re-engineering nearly every unique feature wasn't enough, we made it our mission to develop new features that go above and beyond while obsessively re-imagining the possibilities of simplicity. The result is a 635g beauty that improves upon every single feature we introduced with our original brace to create the most elite product we could ever dream of.

MSRP:
\$499.99

CHEST SIZING:
SM 33" - 36" [84cm-94cm],
MD 37" - 41" [94cm-104cm]

COLOURS:
Black or White
CANADIAN DISTRIBUTOR:
Atlas Brace Canada
[888-296-8886]



ATLAS

www.atlasbrace.com

ATLAS PRODIGY

The Atlas Prodigy is our purpose built solution for teens and smaller women. Growing up it can be tough to find proper safety equipment that can fit and protect as it should, and that is where this brace comes in. When kids grow, they move up a machine size, and we think they should also graduate to new, proper fitting protection along the way. The Atlas Prodigy brace is purposely built and designed as a stepping stone for teens, and it is engineered to fit and function exactly like its bigger counterpart, even preserving the innovative features.

MSRP:
\$249.99

CHEST SIZING:
29" - 33" [74cm-84cm] New, reversible, rear mount system now features 1 single mount (per side), with 2 adjustment options for fine tune sizing.

COLOURS:
Black or White
CANADIAN DISTRIBUTOR:
Atlas Brace Canada
[888-296-8886]



ATLAS

www.atlasbrace.com

ATLAS TYKE

The Tyke brace is our little pride and joy, and we couldn't be more proud of how it turned out. Extreme sports require agility and mobility, even if you're 5 years old, so we created the Atlas Tyke. This is no adjusted adult brace, this is a custom built product that was specifically engineered to conform to the proportions of our small children that are just starting out. The Atlas Tyke fits a small child just like an adult brace fits a full size adult. Even though the product is miniature, it still preserves the innovative features of its bigger counterparts to create unmatched performance for your little tyke.

MSRP:
\$199.99

CHEST SIZING:
24" - 28" [61cm-71cm] Reversible rear washer system allows the back supports to have 2 adjustment positions to fine tune sizing.

COLOURS:
Black or White
CANADIAN DISTRIBUTOR:
Atlas Brace Canada
[888-296-8886]



DUBYA CANADA

www.dubya.ca

Dubya USA, the exclusive importer of Talon and Kite products in North America, has announced their expansion into the Canadian market with Dubya Canada. Dubya Canada will offer Canadian customers the same great products found in the Dubya USA catalog, and will ship all orders from their new warehouse in Edmonton, Alberta.

"Our Canadian customers have played a big role in the success of our business," said Dubya USA founder Kristin White Anderson. "We decided to start Dubya Canada so that we could better serve our customers in Canada, and make it easier for them to get the parts and service they want." Dubya supplies some of the top off-road racing teams

around the world, including OTSFF Rockstar Yamaha and Factory KTM Canada, with high performance wheelsets and braking systems from top brands like Talon, Kite, D.I.D., Excel, Galfer and Brembo. They also offer premium pre-made and custom wheelsets that are hand laced by their staff of experienced wheel builders in their shop in Orange, California.



DUBYA CANADA

www.dubya.ca

DUBYA ORANGE MAG AND RED SPROCKETS

Used by Canada's top MX teams such as OTSFF Rockstar Yamaha and Factory KTM Canada.

Talon Sprockets incorporate a centerless design that allows for an extremely light yet durable sprocket that will outlast the competition at a fraction of the price.

Talon Sprockets also feature a radial mud groove etched just inside the sprocket teeth that helps to shed mud and grit lengthening chain and sprocket life.

In 2013, Talon Engineering will be celebrating 40 years in business. It has grown from humble beginnings in a small, shared factory in Yeovil, England into the global market leader it is today. Talon has produced over a million sprockets and won over 100 World Championships.



DUBYA CANADA

www.dubya.ca

DUBYA GALFER SUPER LIGHT KIT

The Oversize Tsunami Wave Rotor design was invented by Galfer in the early '90s to solve the problem of water and mud on brake rotor surfaces of trial competition motorcycles. As they developed the design they discovered an added benefit: the brake system was running cooler. When they combined the new design with the premium materials they had already developed for their round rotors, the resulting breakthrough began the new generation of brake rotor technology. The newest kit is Galfer's Tsunami Superlight Oversized Brake Kit that utilizes the same two-piece rotor design as the original Tsunami rotor but replaces the stainless steel carrier of the original design with a lightweight 6061-TK aluminum carrier. The result is a braking system capable of delivering dramatically improved stopping power, brake feel, and lower lap times. The verdict is in - TransWorld Motocross called the new Tsunami Superlight kit "The best we've ever tested" in the November 2012 issue.

Galfer is used by Factory KTM Canada

ALL
THINGS
COOL

gearing up



DUBYA CANADA

www.dubya.ca

DUBYA TALON FOOT PEGS

Talon foot pegs are designed and machined in the UK from certified aerospace alloy. Talon aluminum foot pegs are lighter and wider [at 58mm] than original equipment foot pegs.

Machined from a single alloy billet, the body has a stainless steel mount insert for extra hard wearing toughness. The super wide platform has stainless steel grip pins that are designed to be replaced when worn.

The Stainless steel grip pins give great rider feel, grip and comfort during the hardest moto or longest enduro.

They are anodized in manufacturer colours.

Dubya is the exclusive distributor for Talon products in North America.



DUBYA CANADA

www.dubya.ca

DUBYA BREMBO

Brembo's Oversized Off-Road Brake Kits were developed from their experiences racing in the MX1 and MX2 Championships, and in the grueling Paris-Dakar Rally. The end result is a professional grade brake kit that can withstand even the toughest conditions without losing performance. Each kit includes one 267mm x 3mm floating stainless-steel rotor, a pair of high quality sintered brake pads, and a hard anodized CNC machined caliper relocation bracket.

Dubya is the exclusive distributor for Brembo MX in North America



HJC

www.partsCanada.ca

HJC RPHA-X HELMETS

Just like its brothers in the RPHA family the new HJC RPHA-X Helmet is a premium off-road option using the same guts and building blocks in the rest of the premium RPHA Helmet line from HJC. The RPHA-X has a new tri-composite shell, premium guts and boasts a progressively lightweight helmet construction. The RPHA X is positioned to go heads up with many of the other higher end offroad lids in the industry and should be shaking up the offroad world.

The new HJC RPHA-X motocross helmet has been designed for superior fit & comfort using advanced CAD technology.

FEATURES:

- "ACS" Advanced Channeling Ventilation System: Full front to back airflow flushes heat and humidity up and out
- Wide eyepoint design for maximum visibility and ease of goggle use
- Wide adjustment visor for maximum lateral visibility
- Injection molded eyepoint gasket with integrated removable roost guard
- Neck brace compatible design
- Cool4Ever™ Interior is lightweight,

moisture wicking, odor free and anti-bacterial, premium soft feel with Ginkgo extract. Innovative new fabric offers self-cooling properties, cooling faster than other major fabrics

- 3 shell sizes
- 5 year limited warranty: Free of defects in materials and workmanship for the original purchaser
- Meets or exceeds both SNELL & D.O.T. standards



DRIFT

www.driftnnovation.com

DRIFT INNOVATION DEBUTS THE DRIFT HD GHOST - THE FIRST-EVER ACTION CAMERA EQUIPPED WITH TWO-WAY LED REMOTE AND CONTINUOUS LOOP VIDEO - SOLVING THE AGE OLD QUESTION: "AM I ON?"

The Drift HD Ghost packs industry-leading features including wearable on/off remote control with LEDs displaying mode in use, continuous loop video recording, built-in Wi-Fi and an integrated 2-inch Gorilla Glass® LCD screen for instant playback and sharing.

Drift Innovation, the award-winning action sports technology company specializing in the capture and sharing of digital imagery, launched the most feature-rich and intuitive action camera yet - the Drift HD Ghost. Building upon a unique feature set, which includes an industry-first two-way LED remote control with on/off indicator light, video recording/tagging capabilities in continuous loop mode, and an integrated 2-inch Gorilla Glass® LCD screen, the Drift HD Ghost is the best all-in-one solution on the market.

Unlike other point of view cameras that require aftermarket accessories and peripherals for functionality, the Drift HD Ghost includes everything action sports enthusiasts need to capture professional quality video immediately. Plus, the intuitive interface is easy to use, easy to navigate and easy to set up, so users everywhere can begin recording moments after opening the box.



MAXIMA

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SC1 CLEAR COAT

Restore that factory shine! SC1 Clear Coat is formulated for the Powersports Industry. SC1 conditions and polishes plastic, fiberglass and painted surfaces. Makes the clean up process easier. Excellent for use as a clear coat under motorcycle fenders to prevent mud and dirt from adhering to the plastic. SC1 repels water and dries completely leaving a long lasting luster without attracting dirt and dust.

Available in: 12oz



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Maxima BIO Wash is a unique, biodegradable all-purpose cleaner. Fast-acting cleaning agents lift away dirt while scrubbing grime and oil based deposits. Specially engineered surfactants lower surface tension allowing better penetration and wetting of soils. Tough on dirt, yet BIO Wash is gentle enough to use on delicate surfaces including paint, plastic, chrome, anodizing, rubber, carbon fiber and almost anything you throw at it. Safely and easily clean your equipment. Advanced micro chemistry protects aluminum, magnesium and other alloys. Contains no harmful acids, CFCs or solvents. 50 State VOC compliant. User friendly formula cleanly washes from the surface. Be a responsible, downstream user - Eco friendly formula is non-toxic and biodegradable.

- Fully Biodegradable, Eco Friendly Formula
 - Professional Strength
 - Advanced Micro Chemistry
 - Powerful Cleaning Action on Dirt & Oil
 - Safe on Paint, Plastic, Carbon Fiber, Rubber and Alloys
 - Special Additives Protect Aluminum, Magnesium and Other Alloys
 - Gentle Enough for Everyday Use
- Available in: 1 Liter Spray Bottle

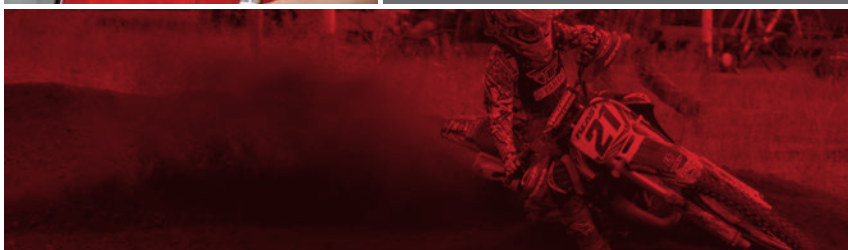
AMATEUR SPOTLIGHT CASEY KEAST



MXP CHATS WITH CASEY KEAST BY MXP STAFF

When you share a last name with the popular National Pro racer Kyle Keast you are bound to get attention. People have noticed Casey Keast for the past couple of years, not only because he shares the name. The BC rider put some good results together and is arguably BC's top mini pilot.

Recently, Casey has been tearing it up at the KTM Arenacross Series. We caught up with Casey to learn what the other Keast is up to.



Alright Casey, tell us who you are!

My name is Casey Keast, I am 13 years old and I am from Kelowna BC. I go to middle school at Spring Valley in Kelowna.

Ahhh, last year in middle school, so next year high school?

Yeah, that's right!

Everyone is wondering, are you related to Kyle Keast?

Ahh, I dunno, maybe a distant cousin. I have family in Ontario, so you never know! I don't think we're related, we just share the last name.

You must be a big fan of Kyle I bet.

For sure, he's a great guy. I was so bummed when crashed in Kamloops. I was there in Kamloops at the National and it was a pretty bad crash. I felt pretty bad for him, for sure.

Had you ever met Kyle?

Yes. I met him a couple years ago at the National in Kamloops then last year I came to Ontario for the MAX Awards and met him at the bike show. We got to hang out a little. He is a really good guy.

Talk to us about last season and how you did?

Well, it went really well. I had a lot of great finishes. I won pretty much every race that I didn't crash in so they were good. I didn't win any Championships because I couldn't go to all the races but it was a good season.

You went to the Western Canadian Amateur Nationals but that didn't go as you had planned.

Raymond was a bummer for sure. I was in the Junior practice and trying to get out front of guys to have some clean lines on the track. I came around the NASCAR corner, overshot a table top and com-

pressed some vertebrae in my back. It was disappointing. I was out for six weeks with that injury.

There was a bit of excitement that you might be going to Walton. Was it close to happening?

Yeah, we wanted to go to Walton. We tried to work on a deal to send bikes with people that were going and fly out. That was just too much money. My Mom wasn't going to drive the truck and trailer herself, and my Dad had to work. We even looked at getting a bike out there. In the end it just didn't work out so we had to miss it. Next year.

How did you get started in motocross and racing.

It's funny. My sister's friend asked us if we wanted to go to the Penticton Arenacross. They offered us a bike to try in the 65cc class. I remember my Mom waking me up to go and I didn't really want to go but I did and I raced. That's how I got started.



Wow, which leads us into Arenacross. You had a good weekend, and last year you won the entire series. Talk about your Arenacross experience.

Yeah, last weekend I won both my classes in 85cc 12-16 and Supermini, which was great. I really like the new track layout. Arenacross is such a fun way to race with the pits indoors and the crowd. Unfortunately this year I won't be able to hit all of the races, but we will hit a few and have some fun.

Who is your competition in BC that you have to watch out for?

Tyler Gibbs is a young rider coming up through the ranks who is good competition. Most of the kids that were my speed moved up to Junior or the 250cc.

What is the plan for 2013 for you and your racing?

I want to hit some races here in BC but we want to try to hit some races in the US as well. I would love to qualify for

Loretta Lynn's and I want to go to Walton. I still have another year on the 85cc and Supermini so I would love to go there and compete for a championship.

Have you raced big races like that before?

Yeah, I raced Ponca. I actually rode well there. I finished 12th in the Stock class after crashing in the first corner. In the Mod class I finished 13th after crashing in the first corner again, and I got 16th in Supermini in which I crashed as well.

So we have to help you crash less.

[laughs] Yes that would be good.

Thanks for the time today. Who would you like to thank for helping you out?

Thanks for doing this. It was really cool. I want to thank TH Racing, Golden Tire, Kalgard Lubricants, Kelowna Yamaha, Lime Nine Graphics, Petro Canada, Fly Racing, CNC Crash Co., and of course Mom and Dad.



AMATEUR SPOTLIGHT **KYLE BIRO**



MXP SITS DOWN WITH KYLE BIRO BY MXP STAFF

Kyle Biro is a Canadian rider from Moose Jaw who routinely runs with the best in this country. Similar to other speedsters from Saskatchewan, Kyle is a quiet kid who has been under the media's radar and has been included in discussions regarding the next fast kids coming up through the ranks. Biro was getting ready to head off to school when we caught up to him. Enjoy getting to know a kid we are sure you will hear a lot more from for years to come.



Kyle, tell us about you.

I am from Saskatchewan, I am 14 and I am in grade nine at Peacock High. That is about it.

A Saskatchewan boy. There have been some great racers come from that province. Blair Morgan may be the best. Did you look up to him or see him race?

I saw him race once at a National. He was just ending his career when I was getting into racing. Obviously, he was a great racer. I look up to Shawn Maffenbeier a lot today. He is from Saskatchewan and I like watching him ride.

You have scored a lot of good results and are smoking fast but I don't think I have seen an interview with you anywhere. Do you fly under the radar?

Yeah, this is the first interview I have done. It is pretty cool. I am glad I'm getting

noticed, for sure, but for whatever reason I don't get noticed a lot. That's okay.

Let's talk about 2012. At the 2012 Parts Canada TransCan you were on fire!

Thanks! Walton went really well for me. I had some up and down results of course. I went down a few times in the ruts in Supermini. No excuses. It seems every year I struggle with crashes or issues in one class. The 85cc 12-16 went well for me. I stayed up and ended up getting second to Joey Crown. That was a good finish. Joey is a good rider, but there were a lot of fast guys in that class so it was a good result for me.

You have been going to Walton for a number of years and have always finished near the top. Who is your toughest competition that you know you will meet when you get there?

Well, I know I am always going to be racing

fast guys. Jess Pettis from BC and Joey Crown are guys I know I will be battling. Weston Wrozyna is another rider, but this year he was in the Supermini and had distance on me. Tanner Ward too. There are a lot of good racers and you have to be on top of your game every moto. I like that.

Did you see Weston and Joey racing Supermini at the Monster Energy Cup?

It was cool to see those guys racing the Monster Energy Cup. Both of them did great. I don't know if I would be very good at that stuff, the technical stuff. I like tracks like Walton that you just pin it and let it hand out a bit. For sure it was neat to see guys I have raced against do well at such a big event.

When you come to Walton, your Dad says it is a family get together with some family around there?



We always come out and take some extra time. My Dad takes a little time off from work for an extended vacation. We camp at Woodland campground, which is only half an hour from the track. They all come to the race and cheer me on so it is pretty cool.

This year you were still on minis. Will stay in that class one more year?

I think I am going to just ride a 125cc in 2013. I have been riding the 125cc this fall and I really like it. It isn't a lot different than my Supermini bike. It looks like I will be racing the Junior and Schoolboy classes in 2013 and I'll see how it goes.

What about right now. Are you still riding or racing?

We have had two feet of snow for a while here so I have been off the bike. Not much you can do about it. I'm working on my training though, and working out in the

shed so I am keeping that up. In the spring we hope to go down to Texas to do some training to get ready for the Loretta Lynn Qualifiers and prepare for Walton.

Your younger brother is pretty quick too. Do you teach him or let him chase you around on the practice track?

My Dad says he wishes he would race against me more on the practice track. He just likes to ride by himself. He doesn't like to race me yet.

How was racing in Saskatchewan in 2012 for you?

We don't do a lot of races locally. We hit a few local races but mostly I practice here at home. I just work on things on my own for the big races. Next year will be the same. My focus is on Loretta's and Walton so we will do a lot of the same things and focus on those big events.

What about the future - Pro career, doing the National series?

For sure I want to make it to Pro. I think I want to take a slower approach, make sure that I am comfortable at each level. When I reach Pro I want to be competitive. For sure, one of my goals is to be a Pro.

Well, thanks Kyle. I appreciate you taking time, and I am sure this won't be your last interview. Who would you like to thank for helping you?

I appreciate it. I have a lot of support: Marc Roden at Amsoil, Factory Connection, One Industries, Dunlop, Fox Canada, Schrad-ers, Matrix Concepts, Poulsen Farms, Rod Rich Consulting, Ward Motorsports, Pro Wheel, and Ryno Power. Thanks again for the interview and I hope to see you next year!



High Octane Human Performance

By Craig Stevenson B.P.E. (Hon)

In the General Preparation Phase, training techniques is the foundation of success

It's a sad day when you are reading this because most of Canada will be entering a deep freeze and the wide-open tracks and spaces we used to ride and race may very well be covered in a blanket of snow. While our SoCal counterparts are happily ripping up the soil all winter long, we're entering MX withdrawal as we long for some deep ruts and bar to bar action to ease our anxious tension.

For me it's been another year of wrenching, not riding, as my shoulder gets stronger and stronger from the major surgery I had some time ago. It will never be the same - not as strong, and certainly not as mobile as days gone by. But this injury has allowed me to focus on other things like my son's riding and teaching our youngest son Brock how to throw a leg over a PW. I've learned an amazing amount about 50s and now Cobra 65s. I've also had the privilege of expanding the distribution of my product HemoFlo to over 450 stores across North America. I've worked with a number of top athletes, not the least of which is Kyle Keast and rising star Tanner Ward. It has been a labour of love - an opportunity that has been given to me as a real unknown in the industry.

I knew that for me to become a part of this great community I would have to give something back each and every day, so I decided that it would be an offering of knowledge of training and nutrition. Motocross is a unique sport, to say the least. What other sport puts you out in 40 degree heat fully clothed for 20-35 minutes with a 260 pound chunk of metal between your legs... and doesn't allow you to drink water? No other. Motocross is the ultimate physical, mental and mechanical challenge. It demands special nutrition, specific training to improve all three of your body's energy systems, a diet that improves performance and helps eliminate arm pump, as well as a mental strategy and plan to catch your opponents off guard. Below is a description of what type of training and intensity you should be focusing on in the "off-season".

GETTING READY FOR 2013

Periodization is a concept that governs how you are training in each phase of your season. It's a

difficult concept to understand that you don't go full out in the gym and on the cardio all year long. Now depending on the sport, the number of different training periods may differ. For motocross you can logically divide it into five phases, which look like the following:

1. General Preparation
2. Specific Preparation
3. Pre-Competitive
4. Competitive/Maintenance
5. Transition/Recovery

Right now, you should be in the General Preparation Phase of training.

Goals: The goals of the General Preparation Phase include:

- Rehabilitation of injuries
- Correction of asymmetries (one side stronger than the other)
- Learning exercise technique
- Development of functional muscle mass

Duration: The General Preparation Phase should be one of the longest phases. Normally 8-16 weeks are dedicated to general preparation. A long General Preparation Phase is particularly necessary for those riders who have been delinquent in their training.


Choice of Exercises: Running, cycling, stretching and foundational multi-joint weight training exercises.

Workouts Per Week: During the General Preparation Phase, we recommend performing 4-6 workouts per week. The workouts should be of short duration (less than 60 minutes).

Intensity and Volume: The base exercise that should be performed is cycling or running at a low intensity. This pace will be established at 60-65% of your proposed maximum heart rate. To calculate your maximum heart rate, simply subtract your age from 220. If you are 29 years old, this would put your max heart at 191 beats per minute [220-29]. 60% of this max heart rate would then be 115 beats per minute. 65% of this max heart rate would then be 125 beats per minute.

Ride or run between these two heart rates in order to increase your ability to process oxygen, clear lactic acid and improve blood

viscosity. Do not perform any kind of hill climbing or intervals in this phase. Work on steady riding or jogging and don't push it too hard because your body needs a chance to adapt. Strength training exercises should be performed at around 70% of your one repetition max, or approximately 10-12 repetitions per exercise.

These are the basic principals of this phase of training, which will set your body up for the Specific Preparation phase. Unfortunately there is not enough space here to go into detail, however you can get your hands on my 83-page ARM PUMP ELIMINATION SYSTEM eBook by going to <https://www.actionetix.com/store/armpumpbook>, and MXP readers can get 30% off the book by entering the code MXP30. It will take you through a full season of training and eating, and give you access to over 150 training technique photos as well. As always, feel free to reach me at info@action-brands.com, I'll be sure to help you with any questions. 



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Growth Plates

With Drew Robertson - Photo by Marc Landry

Good day MXP readers. Even though there might be snow on the ground, we still can talk motocross. There is no bad time to talk motocross is there? What I want to talk about today is weightlifting and youth. I get asked when kids should start lifting weights. The answer is a little complicated. Let's go over the research and recommendations.

The American Academy of Paediatrics' position on strength training supports the implementation of strength and resistance training programs, even for prepubescent children that are monitored by well-trained adults and take into account the child's maturation level. The only limitation the AAP suggests is to avoid repetitive maximal lifts (lifts that are one repetition maximum lifts or are within 2-3 repetitions of a one repetition maximum lift) until they have reached Tanner Stage 5 of developmental maturity. Tanner Stage 5 is the level in which visible secondary sex characteristics have been developed. Usually, in this stage adolescents will also have passed their period of maximal velocity of height growth.

The AAP's concern that children wait until this stage to perform maximal lifts is that the epiphyses, commonly called "growth plates", are still very vulnerable to injury before this developmental stage. It is repeated injury to these growth plates that may hinder growth. For this same reason, two of the leading researchers in the field of youth fitness, Fleck and Kraemer, agree that maximal lifts should be avoided. However, Fleck, Kraemer and the AAP agree that a strength training program that doesn't include maximal lifting is beneficial for prepubescent and pubescent youth. In fact, a strength and resistance training program should be required in certain instances. Let's take a moment to review some of the research:

1. "If appropriate training guidelines are followed, regular participation in a youth strength-training program has the potential to increase bone mineral density, improve motor performance skills, enhance sports performance, and better prepare young athletes for the demands of practice and competition."
2. A study of young male power lifters found that high-intensity resistance training is effective in increasing lumbar spine and whole body bone mineral density.

3. Resistance training enhances strength and muscular endurance in youth and children. In pre-pubescent children, this increase in strength appears to be the result of neuromuscular activation and coordination supporting evidence that androgens [the hormones largely responsible for increased strength and muscle mass] are not needed for strength gain.
4. With proper supervision, children and youth who participate in a strength training program are not at an increased risk for injury compared to children and youth who do not participate in such a program.

Fleck and Kraemer recommend a weight program that consists of 10-15 reps of 1-3 sets for major muscle groups. The weight should be such that the 10-15 reps are completed without muscular failure. Form and technique should be the biggest areas of concentration, not speed in terms of introducing weights. After the youth has shown adequate adaptation, they can be advanced into a more complex periodization program.

Before we rush out and sign our kids up for a weight program, let me go over what I think the proper progression should look like. First, no matter what the age, people should learn to move, ditch the machines (unless undergoing some sort of rehab), try doing push-ups, lunges, sit-ups, pull-ups, 11 burpees, bear crawls, and so on. There are all sorts of body weight movements that can be done, so first learn to move. When dealing with youth, make sure that when adding weight they are under competent supervision. Again, my belief is to ditch the machines. Machines lock us into a certain plane of motion and can limit the secondary muscles that we would use in sport to be activated. Try holding light dumbbells while performing lunges or squats, placing the dumbbells by your side or out in front of you. Overhead can also offer different challenges. Can't do pull-ups? Try getting a fitness band. These will help by reducing the weight you're pulling. Push-ups: you can either wear a light weight vest or place your feet on a bench, or try doing push-ups using just one foot. After these variations, try doing renegade push-ups with light weight. No matter what though, don't

add weight in large increments, and don't try to speed through the movements. Focus on form and controlling your body while doing the exercises.

When then can youth start lifting weights? Well, it all depends on the child, their level of maturity and their background in conditioning.

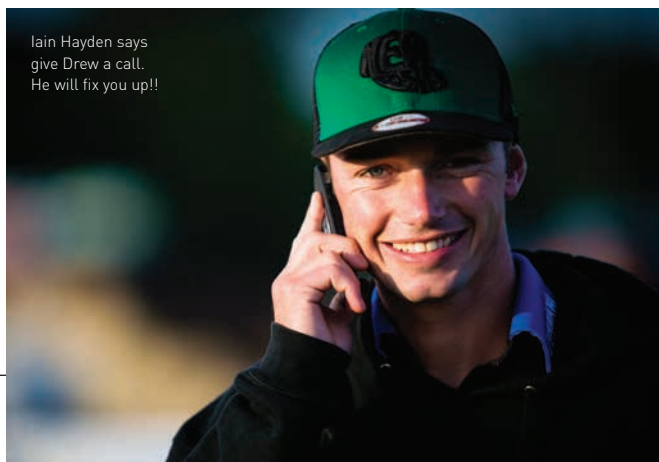
Here are my basic guidelines:

1. Youth and children should always be under the direct supervision of a competent trainer or coach when weight training.
2. First establish the concept of a training program that emphasizes technique and form, not the amount of weight used.
3. Teach positive lifestyle habits.
4. Allow only gradual increases in volume and intensity.
5. Move into entry-level adult programs and/or sport specific training only after background knowledge of training has been established and basic technique has been mastered.
6. Employ a wide variety of exercises and training styles to keep interest levels high. Encourage participation in a wide variety of sports and activities.

One of my favourite things to add to a youth's training regime is yoga. You can even get great apps for yoga now, but like anything new it's worthwhile and safer to get proper instruction in order to ensure you are doing things right. Yoga promotes flexibility, muscular endurance, and spine health. Most good yoga studios have basic to advanced level classes to challenge all levels of clients.

Be safe when adding weights, go slow and take your time, but make sure to check out yoga as well though. Till next time, train smart, eat healthy, and have fun. **[MXP]**

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Writing a Column...

With Marc Travers, Photos by James Lissimore

...can be a difficult thing. Sometimes you sit down with a deadline looming and the words flow out quite easily. Other times you struggle to find something relevant to write about, and then there are times when you feel like the things you are writing about are old news, irrelevant, or just plain stupid. I think as a columnist you have a responsibility to the reader; you can't blow off 750 words just to get it done. If that is the case you are doing the people who read your magazine a disservice, as well as to the magazine itself. In the spring and summer there a lot of great moto ideas floating around so in most cases generating thoughts and opinions for a column is easy. In the fall, when there is absolutely no moto going on, finding relevant things to say can be a stretch. Well, as you are reading this, realize that I am over a week late on deadline, but I hope in the long run it will be worth it. I think I have found a few ideas that may inspire, provoke thought, or hopefully just keep you interested, at least until I say Travers OUT!

NHL LOCKOUT....

As per usual, most of my fall and winter columns will include a paragraph or two around hockey. In most cases it may be just a word or two about my son's involvement in the sport but sometimes a bit on the NHL. Like most Canadians, I love hockey. I love to play (although I'm terrible), I love to watch; not only live but also on Saturday nights. So at this point I must say how disappointed I am in the current lockout situation. It sucks. I personally think the NHL owners are crazy. They finally had some serious momentum going south of the border as far as interest, viewership and fan support. The LA Kings cup victory last year was really a victory for the league in terms of its overall health. This current work stoppage is really the worst possible thing that could have happened. Most of you "part time viewers" have moved on to something else, more than likely back to basketball or whatever reality shows that are popular at the moment. I understand the need for balance and I guess the situation between the players and the owners is a two way street, but they could be still playing and bargaining at the same time. They did not have to be locked out. In terms of the big pro sports, hockey has always been number four, and with the MLS soccer movement these days maybe as far down

as number five. As a business they can just not afford this work stoppage. To me it is totally insane. As far as the season is concerned, I think it is a bust. What a tragedy. There will always be pro hockey in Canada so I'm not really worried about never seeing hockey again, but changes are a coming. The fallout from this "non" season will be dramatic, I think.


Through one of Gauldy's many updates on MXPmag.com, which by the way I think is a great website these days, definitely one of my daily go-tos (although it's Goonit's Maniac I really look forward to!), I was able to get to the Josh Demuth interview that was conducted a few weeks back by one of his Texas motocross brethren. First, let me start off by saying how much of a Josh Demuth fan I am. Josh has had two stints in Canada as we all know: the first one ended in tragedy, the second one had him almost winning the Montreal Supercross, but all the way through Josh has been a true professional. His calm, quiet demeanor and his joy of life attitude really make a difference to me. This attitude is still prevalent, even after the hardships this guy has gone through. He really is the Evil Knievel of the moto world. I know there a lot of riders whose bodies are full of crash scars and stories but 'The Sheriff' takes the cake. Just having him go through the litany of broken this and broken that is frightening, and now Josh is down a leg yet his attitude towards life and the sport has not changed. There is no doubt in my mind when we talk about why the sport of motocross is different than all others, Josh should be the MX poster boy. The passion, the dedication, the true love for the sport and all its facets are shared by any rider that throws a leg over a bike. In spite of all the dangers that are involved, people continue to ride, train and race. It is amazing. I believe because of this passion that the sport will never die. It may evolve but it

will never die. So take some time to watch to the Josh Demuth interview. The "Pirate", as they are now calling him, is a great interview and I think it will renew your faith in human spirit.

I HAVE A FRIEND...

I think most of us can say we have been touched by cancer is some way or another. Maybe we have lost somebody close to the disease or maybe we know somebody right now who is battling, in some cases, right to the checkers. Cancer is a scary, nasty, odd situation people can find themselves up against. We don't have to look any further than one of our own, Chris Bonneau, who passed away recently, to know how intense the battle is and how bad things happen to good people. It doesn't matter who you are, whether you are good person or bad, or even how old you are. Everybody seems to be a potential candidate. Well, a couple of years ago, one of my very good friends got a really tough diagnosis with lung cancer. My wife Monique works in the field and her experience told her the news was grave. Casey has been through quite a bit since he got the news. Trying to deal with the emotion of the situation, going through treatment after treatment, balancing a young family, working on continuing to be productive, you know, life. It has been a struggle not only for him but for all of the supporters around him, most of all his lovely wife Bryna. When I saw Casey last Saturday night at the rink (he is still coaching his middle son's rep hockey team), I was once again moved. Moved to the core. He is doing quite well right now. His positive outlook, his willingness to fight, and his support network have really made a difference. No one knows how this story or how any of our stories will end, but I will say I admire how this individual has dealt with a really tough hand. I would like to think I would have the same strength. To be honest with you, I don't really want to find out. There are good stories out there, all around us in fact, in most cases you don't have to look far. Casey, my hat goes off to you, and to coin a corny MX phrase, "keep her pinned".

Well, sorry for going over my word limit, but as per usual, once I get going it's hard to stop. Have a great final few laps of 2012 and we'll see you on the line for A1.

Travers..OUT! 



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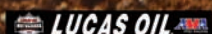
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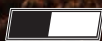
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